



**NONRESIDENT
TRAINING
COURSE**



April 1996

Storekeeper 3 & 2

NAVEDTRA 14242

Although the words “he,” “him,” and “his” are used sparingly in this course to enhance communication, they are not intended to be gender driven or to affront or discriminate against anyone.

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15 May 2002

ERRATA #2

Specific Instructions and Errata for
Nonresident Training Course

STOREKEEPER 3 & 2
NAVEDTRA 14242

1. No attempt has been made to issue corrections for errors in typing, punctuation, etc., which do not affect your ability to answer the question.
2. Delete the following questions from the respective assignments and leave the corresponding space blank on the answer keys:

1-27
1-55
2-53
3-34

3.

<u>Question</u>	<u>Change</u>
7-43 & 7-44	Change the word "pelletized" to read "palletized."

4. In all instances in this NRTC, including any graphics, make the following changes:

CHANGE
Training Manuals (NAVEDTRA)
Ships Parts Control Center (SPCC)
Report of Discrepancy (ROD)
Aged Unfilled Order Listing (AOL)

TO READ
Nonresident Training Course (NRTC)
Navy Inventory Control Point, Mechanicsburg
(NAVCIP)
Supply Discrepancy Report (SDR)
Unfilled Order Listing (UOL)

5. Delete the following pages. They will be revised at a later date.

Page number to be deleted

2-4
2-5
2-6
2-8
2-9
2-10
2-11
3-1
3-2
3-3

Page number to be deleted

3-4
3-5
3-6
3-7
3-8
3-9
3-10
4-2
7-7
7-8

6. Make the following changes:

Chap	Page	Col	Para	Line	Change	To read
2	2-1	2	1	11	Defense Business Operating Funds (DBOF)	Navy Working Capital Fund (NWCF)
2	2-1	2	1	12	Navy Food Service Program	Navy Ration Law
2	2-1	2	1	19	Afloat Supply Procedures NAVSUP 485, Chapter 1	P-Afloat Supply, NAVSUP P-485, VOL 1, Chapter 1
2	2-1	2	3			A complete list of Navy Inventory managers is contained in NAVSUP P-485, VOL II, Appendix 18
2	2-2	1	4	9	Three	Two
2	2-2	1	4	19	Fleet customers can use the Servmarts on a walk-in basis and buy material with a money value only document. SERVMART stock is usually limited to only	FISCs also contract out to provide Servmarts that function as retail outlets. Fleet customers can use the Servmarts on a walk-in basis or have material delivered. An IMPAC card is

Chap	Page	Col	Para	Line	Change	To read
					high usage consumable items.	required to purchase material from Servmart. An on-line shopping tool through the internet provides a standardized global means for procuring Servmart material.
2	2-2	2	1	3 4 7 9	FISC Charleston FISC Guam FISC Oakland FISC Pensacola	Delete all
2	2-2	2	2	9	Supply operations assistance program (SOAP)	Integrated Logistics Overhaul (ILO)
2	2-3	1	2	12	“Chapter 1 of the NAVSUP P-485”	“Chapter 1 of NAVSUP P-485, VOL II”
2	2-3	2	2	3	The enlisted dining facility	General mess
2	2-3	2	2	19	(b) EAM/ADP	CPO mess
2	2-7	2	2	8	INAS	Delete
2	2-7	2	2	9		NAVSUP P-485, VOL 1
4	4-11	1	2	9	OPNAVINST 5510.1C	SECNAVINST 5510.36
7	7-6	2	2,3,4,5,6			Delete
7	7-9	1	1,2,3			Delete
7	7-9	2	1,2			Delete

PREFACE

By enrolling in this self-study course, you have demonstrated a desire to improve yourself and the Navy. Remember, however, this self-study course is only one part of the total Navy training program. Practical experience, schools, selected reading, and your desire to succeed are also necessary to successfully round out a fully meaningful training program.

COURSE OVERVIEW: In completing this nonresident training course, you will demonstrate a knowledge of the subject matter by correctly answering questions on the following subjects: mission, organization, and functions of the Navy Supply System; supply procedures afloat and ashore; classification and identification of material; COSAL; procurement; material receipt, custody, and stowage; inventory management; expenditures; accounting classifications; afloat accounting and reporting; automated supply; maintenance and material management systems; material handling equipment; and packing, marking, and shipping material.

THE COURSE: This self-study course is organized into subject matter areas, each containing learning objectives to help you determine what you should learn along with text and illustrations to help you understand the information. The subject matter reflects day-to-day requirements and experiences of personnel in the rating or skill area. It also reflects guidance provided by Enlisted Community Managers (ECMs) and other senior personnel, technical references, instructions, etc., and either the occupational or naval standards, which are listed in the *Manual of Navy Enlisted Manpower Personnel Classifications and Occupational Standards*, NAVPERS 18068.

THE QUESTIONS: The questions that appear in this course are designed to help you understand the material in the text.

VALUE: In completing this course, you will improve your military and professional knowledge. Importantly, it can also help you study for the Navy-wide advancement in rate examination. If you are studying and discover a reference in the text to another publication for further information, look it up.

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SKCS Jonathan L. Smith*

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AND TECHNOLOGY CENTER

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Sailor's Creed

“I am a United States Sailor.

I will support and defend the Constitution of the United States of America and I will obey the orders of those appointed over me.

I represent the fighting spirit of the Navy and those who have gone before me to defend freedom and democracy around the world.

I proudly serve my country's Navy combat team with honor, courage and commitment.

I am committed to excellence and the fair treatment of all.”

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INSTRUCTIONS FOR TAKING THE COURSE

ASSIGNMENTS

The text pages that you are to study are listed at the beginning of each assignment. Study these pages carefully before attempting to answer the questions. Pay close attention to tables and illustrations and read the learning objectives. The learning objectives state what you should be able to do after studying the material. Answering the questions correctly helps you accomplish the objectives.

SELECTING YOUR ANSWERS

Read each question carefully, then select the BEST answer. You may refer freely to the text. The answers must be the result of your own work and decisions. You are prohibited from referring to or copying the answers of others and from giving answers to anyone else taking the course.

SUBMITTING YOUR ASSIGNMENTS

To have your assignments graded, you must be enrolled in the course with the Nonresident Training Course Administration Branch at the Naval Education and Training Professional Development and Technology Center (NETPDTC). Following enrollment, there are two ways of having your assignments graded: (1) use the Internet to submit your assignments as you complete them, or (2) send all the assignments at one time by mail to NETPDTC.

Grading on the Internet: Advantages to Internet grading are:

- you may submit your answers as soon as you complete an assignment, and
- you get your results faster; usually by the next working day (approximately 24 hours).

In addition to receiving grade results for each assignment, you will receive course completion confirmation once you have completed all the

assignments. To submit your assignment answers via the Internet, go to:

<http://courses.cnet.navy.mil>

Grading by Mail: When you submit answer sheets by mail, send all of your assignments at one time. Do NOT submit individual answer sheets for grading. Mail all of your assignments in an envelope, which you either provide yourself or obtain from your nearest Educational Services Officer (ESO). Submit answer sheets to:

COMMANDING OFFICER
NETPDTC N331
6490 SAUFLEY FIELD ROAD
PENSACOLA FL 32559-5000

Answer Sheets: All courses include one “scannable” answer sheet for each assignment. These answer sheets are preprinted with your SSN, name, assignment number, and course number. Explanations for completing the answer sheets are on the answer sheet.

Do not use answer sheet reproductions: Use only the original answer sheets that we provide—reproductions will not work with our scanning equipment and cannot be processed.

Follow the instructions for marking your answers on the answer sheet. Be sure that blocks 1, 2, and 3 are filled in correctly. This information is necessary for your course to be properly processed and for you to receive credit for your work.

COMPLETION TIME

Courses must be completed within 12 months from the date of enrollment. This includes time required to resubmit failed assignments.

PASS/FAIL ASSIGNMENT PROCEDURES

If your overall course score is 3.2 or higher, you will pass the course and will not be required to resubmit assignments. Once your assignments have been graded you will receive course completion confirmation.

If you receive less than a 3.2 on any assignment and your overall course score is below 3.2, you will be given the opportunity to resubmit failed assignments. **You may resubmit failed assignments only once.** Internet students will receive notification when they have failed an assignment--they may then resubmit failed assignments on the web site. Internet students may view and print results for failed assignments from the web site. Students who submit by mail will receive a failing result letter and a new answer sheet for resubmission of each failed assignment.

COMPLETION CONFIRMATION

After successfully completing this course, you will receive a letter of completion.

ERRATA

Errata are used to correct minor errors or delete obsolete information in a course. Errata may also be used to provide instructions to the student. If a course has an errata, it will be included as the first page(s) after the front cover. Errata for all courses can be accessed and viewed/downloaded at:

<http://www.advancement.cnet.navy.mil>

STUDENT FEEDBACK QUESTIONS

We value your suggestions, questions, and criticisms on our courses. If you would like to communicate with us regarding this course, we encourage you, if possible, to use e-mail. If you write or fax, please use a copy of the Student Comment form that follows this page.

For subject matter questions:

E-mail: n313.products@cnet.navy.mil
Phone: Comm: (850) 452-1001, Ext. 2167
DSN: 922-1001, Ext. 2167
FAX: (850) 452-1370
(Do not fax answer sheets.)
Address: COMMANDING OFFICER
NETPDTC N314
6490 SAUFLEY FIELD ROAD
PENSACOLA FL 32509-5237

For enrollment, shipping, grading, or completion letter questions

E-mail: fleetservices@cnet.navy.mil
Phone: Toll Free: 877-264-8583
Comm: (850) 452-1511/1181/1859
DSN: 922-1511/1181/1859
FAX: (850) 452-1370
(Do not fax answer sheets.)
Address: COMMANDING OFFICER
NETPDTC N331
6490 SAUFLEY FIELD ROAD
PENSACOLA FL 32559-5000

NAVAL RESERVE RETIREMENT CREDIT

If you are a member of the Naval Reserve, you may earn retirement points for successfully completing this course, if authorized under current directives governing retirement of Naval Reserve personnel. For Naval Reserve retirement, this course is evaluated at 12 points. (Refer to *Administrative Procedures for Naval Reservists on Inactive Duty*, BUPERSINST 1001.39, for more information about retirement points.)

Student Comments

Course Title: Storekeeper 3 & 2

NAVEDTRA: 14242 **Date:** _____

We need some information about you:

Rate/Rank and Name: _____ SSN: _____ Command/Unit _____

Street Address: _____ City: _____ State/FPO: _____ Zip _____

Your comments, suggestions, etc.:

<p>Privacy Act Statement: Under authority of Title 5, USC 301, information regarding your military status is requested in processing your comments and in preparing a reply. This information will not be divulged without written authorization to anyone other than those within DOD for official use in determining performance.</p>
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NETPDTC 1550/41 (Rev 4-00)

CHAPTER 1

THE NAVY STOREKEEPER

This training manual has been prepared for members of the Regular Navy and Naval Reserve in the Storekeeper rating who are preparing for advancement to Storekeeper 3rd and 2nd class. The Advancement Handbook for your rating contains detailed information about the Navy Advancement System, a bibliography for advancement study, Personnel Advancement Requirements (PARS), and PARS administration procedures.

This manual has been organized to give you a systematic understanding of your job. Study the subject matter of this manual carefully. It will not only help you toward advancement, but expand your knowledge of supply department operations. This knowledge will enable you to become a more proficient Storekeeper, and the Navy will profit from the skills of a proficient craftsman.

Your contribution to the Navy depends upon your willingness and ability to accept increasing responsibilities as you advance in rate. When you assume the duties of an SK3 or 2, you begin to accept responsibilities for the work of others. As you advance in your career, you accept responsibilities in military matters as well as the occupational requirements of the Storekeeper rating.

Your responsibilities for military leadership are about the same as those of petty officers in other ratings since every petty officer is a military member as well as a technical specialist. Your responsibilities for technical leadership are special to your rating and directly related to your work as an SK. The operation and maintenance of a ship's supply department requires teamwork. It requires a special kind of leadership ability that can be developed only by personnel who have a high degree of technical competence and a deep sense of personal responsibility. Strive to improve your leadership ability and technical knowledge through study, observation, and practical application.

STOREKEEPER RATING

The Storekeeper rating is a GENERAL RATING; there are no service ratings. Storekeepers order, receive, inspect, stow, preserve, package, ship, and issue

materials. They also account for Navy-owned material (equipage, repair parts, consumables, and subsistence items); prepare forms, correspondence, and reports; maintain records and files; and operate office equipment.

To qualify for Storekeeper 3rd class, you must have acquired a broad general knowledge of the supply department functions, as a whole, and a detailed knowledge of those functions that you will be required to perform.

You will be expected to know how the supply department is organized and be able to assume supply office duties which include (to some degree) all of the above responsibilities.

To advance to Storekeeper second class, you must know more about the operation of the supply department, and be able to perform more complicated duties than you did when qualifying for advancement to third class.

By this time you will have to know how to prepare and maintain ship's records required to account for supplies and equipage funds assigned to forces afloat, and obligation reports to type commanders. You will have to know how to determine routine requirements for general stores, equipage, and repair parts. You must also be able to supervise others in receiving, handling, and stowing material. You should know the regulations pertaining to storage and processing shipments of personal effects.

STOREKEEPER JOBS

Organization charts can be misleading, for they show each job as a separate and distinct responsibility. This is seldom the case. It is difficult to separate the areas covered by supply since, with the exception of ship's store and foodservice, they are interrelated, and each area is directly affected by actions in all the other areas. Usually the responsibilities of a Storekeeper encompass parts of more than one area. The following job titles are used throughout the text to describe a specific function within the Storekeeper rating and do not necessarily refer to job titles used on your ship.

- OPTAR Records Storekeeper

- Receiving Storekeeper
- Storeroom Storekeeper
- Stock Records Storekeeper
- Office Storekeeper
- Issueroom Storekeeper
- Requisitioning/Purchase Storekeeper
- Receipt Control Storekeeper
- Technical Librarian

While all of these jobs are normally performed on all ships, the degree of specialization within a supply department is dictated by its size.

You will be able to do a better job if you develop an awareness of how your particular job fits into the overall responsibility of the supply department. In this way, you will not see yourself as performing an insignificant, unimportant drudgery, but rather that each function contributes to the general effectiveness of the department.

Neatness and legibility of records should not be overlooked in the rush to complete a job. Remember, someone else may have to use the records in performing the job, and a number incorrectly read will probably result in an incorrect report.

Morale is a word having a great deal of significant in the Navy. You, as a Storekeeper, can contribute much toward the morale of your ship by giving courteous, tactful service to personnel of all departments.

Afloat billets for SK3 and SK2 may include anyone or more of the areas discussed in this book and maybe located aboard any ship in the Navy. Shore duty billets are usually more specialized, but generally will be similar to afloat jobs.

THE STOREKEEPER'S CAREER DEVELOPMENT

Career development, is a process that provides the technical, administrative, and leadership skills needed for a career in the supply field. To help you plan your career development, the Navy provides a specialist called a Career Counselor, an Advancement Handbook for the Storekeeper rating and nonresident training materials found in Publication NAVEDTRA 12061, *Catalog of Nonresident Training Courses*. Any serious considerations for planning a career in supply requires that you investigate these sources. As a first step in your

investigation, see the person responsible for the administration of the supply department's training programs.

The primary source for enlisted career development has been the Navy's formal school programs. While the importance of this type of training cannot be overemphasized, it should not be viewed as a cure-all approach to your career development. To effectively meet the real world responsibilities of your rating, the development of high quality performance requires that your career development be designed to provide a timely mixture of formal training and practical experience. These topics, and others, you will want to discuss in detail with those involved with assisting you in planning your career objectives. Career development is not purely automatic; it requires your personal attention and participation.

TRAINING MANUALS

Training Manuals (TRAMANs) (such as this one) are prepared for most enlisted ratings. A TRAMAN gives information that is directly related to the occupational standards of ONE rating.

TRAMANS are revised to keep them up to date technically. The revision of a TRAMAN is identified by a letter following the NAVEDTRA number. You can tell whether any particular copy of a TRAMAN is the latest edition by checking the NAVEDTRA number and the letter following this number in the most recent edition of *Catalog of Nonresident Training Courses*, NAVEDTRA 12061. (NAVEDTRA 12061 is actually a catalog that lists all current training manuals and courses; you will find this catalog useful in planning your study program.)

Each time a TRAMAN is revised, it conforms with the official publications and directives on which it is based; but during the life of any edition, discrepancies between the TRAMAN and the official sources are almost certain to arise because of changes to the latter which are issued in the interim. In the performance of your duties, you should always refer to the appropriate official publication or directive. If the official source is listed in NAVEDTRA 12052, the Naval Education and Training Program Management Support Activity (NETPMSA) uses it as a source of questions in preparing the fleetwide examinations for advancement. In case of a discrepancy between any publications listed in NAVEDTRA 12052 for a given rate, the examination writers will use the most recent material.

TRAMANs are designed to help you qualify for advancement. The following suggestions may help you to make the best use of this TRAMAN and other Navy training publications when you are preparing for advancement.

1. Refer to the Advancement Handbook for Storekeeper before you study the TRAMAN, and refer to it frequently as you study. Remember, not only does it contain a bibliography for advancement study, it also contains the PARS and PARS administrative procedures.
2. Set up a regular study plan. It will probably be easier for you to stick to a schedule if you can plan to study at the same time each day. If possible, schedule your studying for a time of day when you will not have too many interruptions or distractions.
3. Before you begin to study any part of the manual intensively, become familiar with the entire book. Read the preface and the table of contents. Check through the index. Thumb through the book without any particular plan, looking at the illustrations and reading bits here and there as you see things that interest you.
4. Look at the TRAMAN in more detail, to see how it is organized. Look at the table of contents again. Then, chapter by chapter, read the introduction, the headings, and the subheadings. This will give you a pretty clear picture of the scope and content of the book. As you look through the book in this way, ask yourself some questions:
 - What do I need to learn about this?
 - What do I already know about this?
 - How is this information related to information given in other chapters?
 - How is this information related to the PARS?
5. When you have a general idea of what is in the TRAMAN and how it is organized, fill in the details by intensive study. In each study Period, try to cover a complete unit such as chapter or a section of a chapter. The amount of material that you can cover at one time will vary. If you know the subject well, or if the material is easy, you can cover a lot at one time. Difficult or

unfamiliar material will require more study time.

6. In studying any one unit, chapter, section, or subsection, write down the questions that occur to you. Many people find it helpful to make a written outline of the unit as they study, or at least to write down the most important ideas.
7. As you study, relate the information in the TRAMAN to the knowledge you already have. Read any information you can find about a process, skill, or situation and try to see how it ties in with your own experience.
8. When you have finished studying a unit, take time out to see what you have learned. Look back over your notes and questions. Maybe some of your questions have been answered, but perhaps you still have some that are not answered. Without looking at the TRAMAN, write down the main ideas that you have received from studying this unit. Don't just quote the book. If you can't give these ideas in your own words, the chances are that you have not really mastered the information.
9. Use nonresident career courses whenever you can. The courses are based on TRAMANs or on other appropriate texts. As mentioned before, completion of a TRAMAN can be accomplished by passing a nonresident career course based on the training manual. Taking a course helps you to master the information given in the TRAMAN, and also helps you see how much you have learned.

SOURCES OF INFORMATION

Besides training manuals, the Advancement handbook for SK lists official publications on which you may be examined. You should not only study the sections required, but should also become as familiar as possible with all publications you use. TRAMANs cover the subjects that may appear on the advancement examination. However, the examination may cover the subjects in more depth or breadth so, you also need to study the other publications listed for Storekeepers.

One of the most useful things you can learn about a subject is how to find out more about it. No single publication can give you all the information you need to perform the duties of your rating. You should learn where to look for up-to-Date authoritative information on the

subjects related to the naval requirements for advancement and the occupational standards of your rating.

Chapter 2 of this TRAMAN discuss most of the publications you will use. The detailed information you

need for advancement and for everyday work is contained in them. Some are subject to change or revision from time to time, some at regular intervals, others as the need arises. When using any publication, be sure that you have the latest edition.

CHAPTER 2

SUPPLY ORGANIZATION

This chapter provides basic information about the ashore supply system and the shipboard supply department. You will learn how they are organized and what functions they perform. As a Storekeeper, you may be assigned in any of the following functional areas: accounting, correspondence and reports, stock control, ordering, receiving, storage, or the supply support center. In later chapters these various functions, and the duties associated with them, are discussed separately and in detail. Our primary interest is in seeing how the various functions that are performed at different command levels merge so that the supply system can accomplish its missions. It is important that you understand this interrelationship if you are to do your job successfully.

THE NAVY SUPPLY SYSTEM

The Navy Supply System is a part of the larger Federal Supply System that manages millions of different items. Knowing the functions of the various Navy Supply System organizations will help you understand how your job relates in managing these items. Also, you learn how your job links to other commands, bureaus, or offices in the Federal Supply System. As the Navy Supply System evolved, the organization for supply management has similarly evolved. The organization has developed to respond to the many changing working requirements. The management part of the Navy Supply System organization consist of the Assistant Secretary of the Navy and the Chief of Naval Operations.

The office of the Assistant Secretary of the Navy (RESEARCH, DEVELOPMENT AND ACQUISITION) is responsible for supervising the Navy-wide policy in production, procurement, supply and disposal of material.

The Chief of Naval Operations (CNO) is responsible for planning and determining the material support needs of the Navy's operating forces. This includes equipment, weapons or weapons systems, material, supplies, facilities maintenance, and support services.

The CNO commands all activities known as the Systems Commands. The systems commands are:

- Naval Air System Command (NAVAIR)
- Space and Naval Warfare Systems Command (SPAWAR)
- Naval Facilities Engineering Command (NAWAC)
- Naval Sea System Command (NAVSEA)
- Naval Supply System Command (NAVSUP)

NAVAL SUPPLY SYSTEMS COMMAND

The Naval Supply Systems Command (NAVSUP) is responsible for providing supply management policies and technical guidance for Navy material to activities of the Navy and Marine Corps. Guidance includes provisioning, cataloging, inventory management, distribution, materials-handling, traffic management, transportation, packaging, preservation, receipt, storage, issue, and disposal functions. Except for those items specifically assigned to other systems commands or offices. NAVSUP administers and manages the Defense Business Operating Funds (DBOF), the Navy Resale Program, and the Navy Food Service Program. They also maintain official property records for material in store. NAVSUP exercises management control of field purchasing offices, inventory control points, supply centers, and other offices concerned with supply support. For a complete listing of NAVSUP's responsibilities, and those specifically assigned to other commands, refer to *Afloat Supply Procedures*, NAVSUP P-485, chapter 1.

The Navy's supply manager is the Commander, Naval Supply Systems Command. He makes sure the Navy Supply System operates as a single entity.

INVENTORY MANAGERS

Navy inventory managers have primary responsibility for the managing assigned groups or categories of items of supply. The primary function of a Navy inventory manager is to provide effective and efficient support to the fleet and shore (field) activities of the Navy. Navy inventory managers include systems commands, project managers, bureaus, offices

(including Military Sealift Command), and inventory control points (ICPs) under the command of NAVSUP.

Inventory managers, under the command of NAVSUP, exercise primary inventory control responsibility for the various items of supply used by the Navy. Inventory control responsibility actions include:

- determining material and money requirements
- initiating procurement and disposal material
- the positioning and repositioning of material

Navy inventory managers participate directly in the various Department of Defense and Defense Logistics Agency interservicing and cataloging programs.

All materials used by the Navy are considered as items of supply and will be managed by an ICP. Excluded are those items assigned to a single agency or military service inventory manager for supporting retail stock or end-use requirements of the military services.

Navy inventory managers other than the ICPs include systems commands, project managers or offices of the Navy Department. A systems command, project manager or office is assigned responsibility for a basic Navy program that requires the development, use, and management of material. Their interest in material is only in their programs and is as broad as the program itself.

FLEET AND INDUSTRIAL SUPPLY CENTERS

Fleet and Industrial Supply Centers (FISCs) provide a variety of logistics support services to fleet and shore activities as well as overseas bases. FISCs are echelon 3 commands and report to the Commander, Naval Supply System Command. In managing consumer end-use material, FISCs are responsible for determining inventory levels, procuring, receiving, storing, issuing, shipping, or delivering material to the customer. Three overseas FISCs also manage and store an intermediate level of inventory and Navy wholesale inventory for Navy Inventory Control Points (ICPs) that directly supports the fleet. Fleet units send requisitions to the FISCs that will either issue the material or refer the requisition to the cognizant ICP. If the stock point makes an issue from wholesale stock, the FISC will report this transaction to the ICP that manages the material. The ICPs will use this transaction item report (TIR) to determine future procurement and positioning of replenishment stock. FISCs also operate

SERVMARTs that function as a retail outlets. Fleet customers can use the SERVMARTs on a walk-in basis and buy material with a money value only document. SERVMART stock is usually limited to only high usage consumable items.

The following activities are representative stock points:

- FISC, Charleston
- FISC, Guam
- FISC, Jacksonville
- FISC, Norfolk
- FISC, Oakland
- FISC, Pearl Harbor
- FISC, Pensacola
- FISC, Puget Sound
- FISC, San Diego
- FISC, Yokosuka

FLEET COMMANDS

The commander in chief of a fleet is responsible for establishing general logistic policies, plans, and orders for the support of fleet and shore activities in his area. He establishes standards of logistics and logistic readiness. He disseminates information to subordinate commanders that is relative to operational logistic plans or projects and coordinates logistic activities of subordinate commanders. He is also responsible for conducting the supply operations assistance program (SOAP). The fleet commanders in chief are assisted in their logistic responsibilities by the fleet supply officer, a professional in supply and transportation matters.

The fleet supply officers are the principal logistic agents for the fleet commanders. They assist the operational and type commanders in developing logistic doctrine and procedures.

TYPE COMMANDERS

Ships of a fleet are grouped by ship types and are assigned to type commanders (TYCOMS) for purposes of administration. Their supply corps officers advise them of supply requirements, and requirements in Navy Department and fleet supply directives. They make recommendations to the type commanders on matters regarding supply policies, procedures, and conditions

of readiness affecting ships of the type command. These supply officers supervise the replenishment of supplies from mobile supply units under the operational control of the type commander. They also review and take action on requisitions submitted by fleet units that require approval of higher authority. They also conduct inspections of supply functions throughout the command as required or needed.

AFLOAT SUPPLY ORGANIZATION

The head of the supply department is the supply Officer. The supply officer is either a Supply Corps officer assigned to that duty or a line officer designated as such by the commanding officer. The supply officer is responsible to the commanding officer for the proper performance and administration of all supply department functions. (See OPNAVINST 3120.32, *Standard Organization and Regulations of the U.S. Navy*, par. 328.) Although responsibility and accountability for certain supply department functions may be assigned to subordinates in accordance with chapter 1 of the NAVSUP P-485, such assignments do not relieve the supply officers of their responsibility to their commanding officers for the proper performance of the functions so assigned.

SUPPLY DEPARTMENT FUNCTIONS

Afloat supply functions are categorized into material support and service functions. Material support functions relate to operational and maintenance requirements, while service functions entail operating service facilities.

MATERIAL SUPPORT FUNCTIONS

Material supply functions include procurement, receipt, stowage, issue, and accounting for the following types and quantities of material necessary for the operation of the ship:

- consumable;
- equipage;
- repair parts;
- inert nuclear weapons material and associated test and handling equipment, tools, and consumable;
- fuel (preparation of procurement documents only);

- ship's store and retail clothing stock (when facilities are provided);
- food items;
- medical and dental supplies, in special accounting class 207 ships. (Procurement only, in end-use ships.)

Material not included-The following types of material are not included under afloat supply department functions:

- Ammunition, ammunition containers, and ammunition details will be the responsibility of the ship's weapons officer.
- War reserve stockpile nuclear weapons and major assemblies obtained through operational channels will be the responsibility of the ship's weapons officer.
- Navigational or intelligence charts, maps, and related publications will be the responsibility of the ship's navigator.
- Marine Corps material is the responsibility of the officer in charge of the detachment.

SERVICE FUNCTIONS

Service functions include the operation of the following facilities:

- The enlisted dining facility, including the preparation and service of food.
- The ship's store and related activities where facilities are provided aboard, may include:
 - retail clothing store
 - soda fountain
 - vending machines
 - laundry
 - drycleaning plant
 - barbershop
 - tailorshop
 - photographic shop
- Disbursing government funds (when a Supply Corps officer has been specifically ordered to this duty).
 - (a) Wardroom mess
 - (b) EAM/ADP

The supply department could well be called the service department. Most supply functions are accomplished by finishing materials for the ship and services to members of the crew. These services should always be provided promptly and courteously.

SUPPLY DEPARTMENT ORGANIZATION

Organization is the orderly arrangement of personnel by functions. Sound supply department organization is necessary to carry out the objectives of the department and will vary in accordance with the mission, physical characteristics, and complement of the unit. The Department assigns responsibilities and authority to individuals within the organization. The department head prepares a Supply Department Organization Manual that should contain a description of the functions of each component of the department and assign areas of responsibility and authority as prescribed by the type commander. It should also include tasks of key personnel.

Organizational charts for the department include identification of essential functions and a clearly defined channel of responsibility and authority. Typical organization charts for large and small ships are illustrated in figures 2-1 and 2-2. As a guide in identifying supply functions to organizational components, the typical large ship is outlined below:

- General Stores (S-1 Division):

General—The general stores component procures, receives, stores, expends, and accounts for consumable, equipage, repair parts, and other material. Maintains required records. It also prepares correspondence, reports, and returns; and performs required obligation recording.

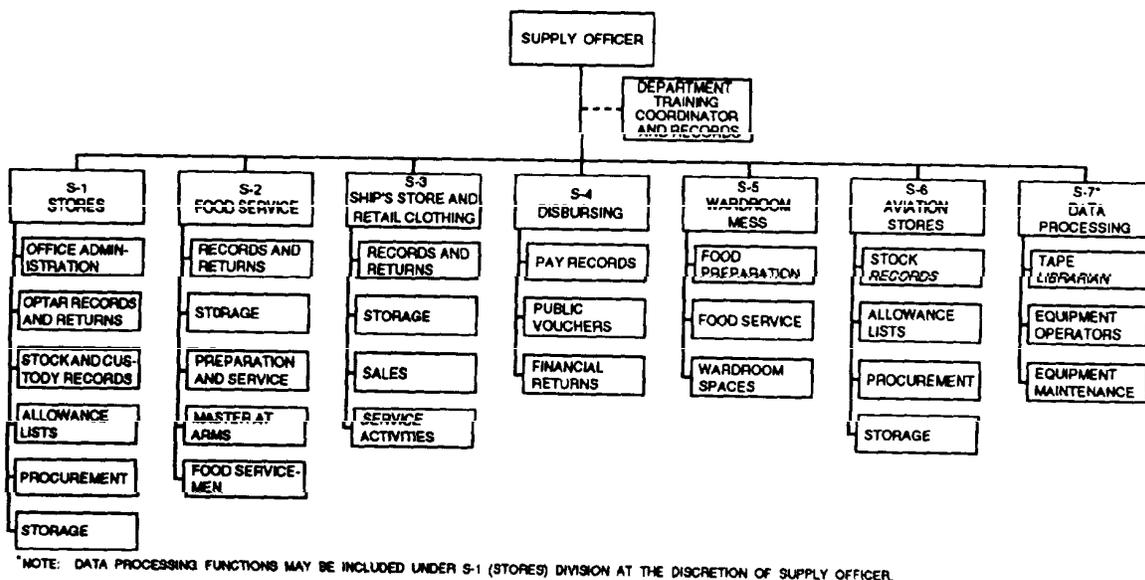
Stock Control—Stock control functions include determining requirements, preparing requisitions, processing receipt and expenditure documents, and maintaining related files and records. It also performs financial accounting for material, maintains related files and records; maintains material catalogs, allowance lists, and technical publications, and prepares related correspondence, reports, and returns.

Storage—Storage functions include the receipt, storage, inventory, and issue of material; the maintenance of related files, as required; and the cleanliness and upkeep of assigned storage spaces.

- Foodservice (S-2 Division):

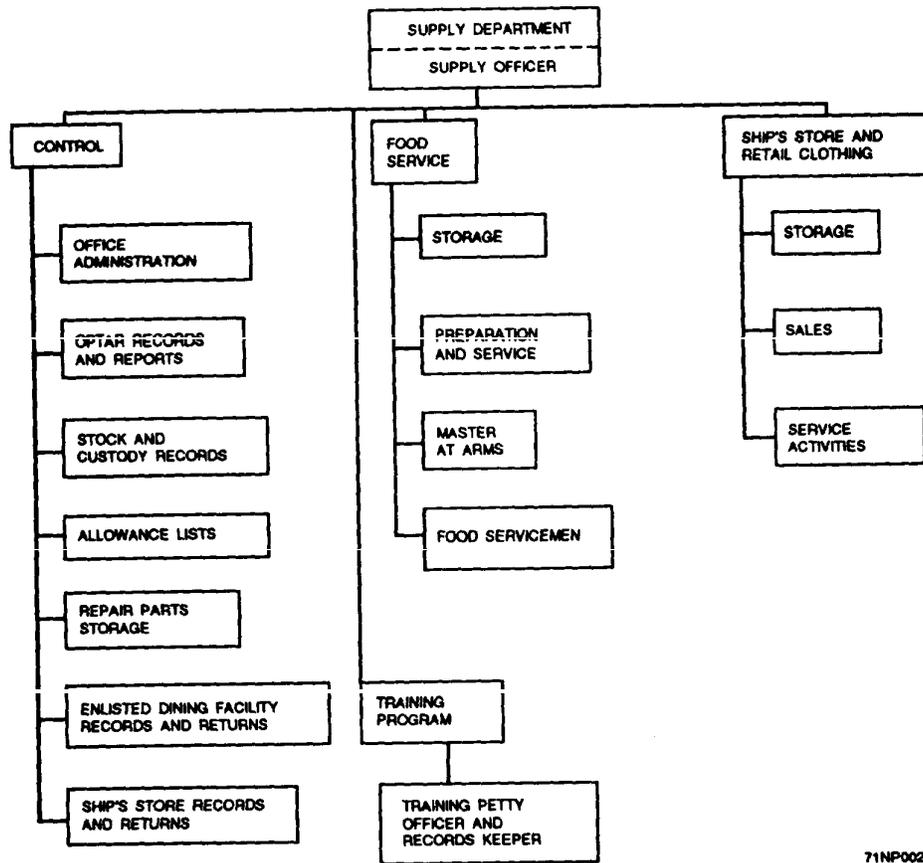
General—The foodservice component operates all phases of the enlisted dining facility and makes authorized issues, sales, and transfers of food items.

Records and Returns—Records and returns functions include determining of requirements, preparing requisitions, processing receipt and



71NP0020

Figure 2-1. Organization of a supply department of a large fleet unit.



71NP0021

Figure 2-2.-Organization of a supply department of a small fleet unit (without Supply Corps officers).

expenditure documents, conducting inventories, and maintaining related files and records. It also accounts for food items, and prepares related correspondence, reports, and returns.

Food Storage—Food storage functions include the receipt, storage, and issue of all food stocks, the maintenance of related records, and the cleanliness and upkeep of assigned spaces.

Food Preparation and Service—Food preparation and service functions include the preparation and service of food in the enlisted dining facility, operation of food preparation equipment, and cleanliness and upkeep of assigned spaces.

- Ship's Store and Retail Clothing (S-3 Division):

General—The ship's store and retail clothing component procures receives, stores, issues, and sells ship's store and clothing items; operates resale and service activities maintains

related records; and prepares reports, returns, and correspondence.

Records and Returns—Records and returns functions include determining requirements for retail items and operating supplies; preparing requisitions and purchase documents, processing receipt and expenditure documents, conducting inventories, and maintaining related files and records; accounting for operating supplies and retail items; and preparing related correspondence, reports, and returns.

Storage—Storage functions include the receipt, storage, and issue of retail items and operating supplies; the maintenance of related records; and the cleanliness and upkeep of assigned storage spaces.

Sales—Sales functions include the operation of the retail sales outlets such as the ship's store, clothing store, soda fountain, and vending

machines; maintaining related records; and the cleanliness and upkeep of assigned spaces.

Service Activities—Service activities functions include the operation of the ship's store service activities such as laundry, barber, tailor, and drycleaning shops; maintaining related records; and the cleanliness and upkeep of assigned storage spaces.

- **Disbursing (S-4 Division):**

General—The disbursing component collects and disburses all public funds aboard ship and performs all afloat pay and allowance functions.

Pay Records—Pay record functions include the maintenance of military pay records and preparing money lists.

Public Vouchers—Public voucher functions include the preparation and verification of public vouchers as required.

Financial Returns—Financial returns functions include payments and collections of all public funds and preparation of reports and financial returns.

- **Wardroom Mess (S-5 Division):**

General—The wardroom mess component procures, receives, stores, issues, and accounts for foodservice and other stores.

Records—The records section maintains records on all stores belonging to the wardroom mess.

FoodService—The function of foodservice is to prepare and serve food.

Operating Space—The wardroom mess is responsible for cleaning and maintaining spaces assigned to the wardroom.

- **Aviation Stores (S-6 Division):**

General—When an aviation stores division is established, it performs all functions related to procurement, receipt, storage, and issue of aviation material.

Records and Reports—Records and reports include accounting for all aviation material.

- **Data Processing (S-7 Division):**

General—Functions include the operation of data processing equipment, maintaining files

and records, and preparing and processing documents to procure records and reports as provided for in the automated supply accounting system.

- **Training:**

General—The training component maintains and administers a formal training program, which supplements on-the-job training, to ensure a high state of readiness and to maintain continuity when personnel changes occur.

Records—The records function is the maintenance of all records incident to the formal training program which includes Curriculums by rating, lesson plans, schedules, individual training records, personnel advancement requirement forms, division officers' notebooks, and military training.

SHIPS WITHOUT SUPPLY CORPS OFFICERS

Study the organization of the supply department of a small fleet unit in figure 2-2.

The designated supply officer of a ship is responsible to the commanding officer for the proper performance of the following functions:

1. Economical and efficient operation of the supply department.
2. Procurement, receipt, stowage (when applicable), issuing, and accounting for equipment, repair parts, repairable, and consumable required to support the ship.
3. Return of unserviceable repairable to the designated repair facility.
4. Operation and upkeep of equipment assigned to the supply department and the cleanliness and upkeep of assigned supply department spaces.
5. Training and supervision of personnel assigned to the supply department.
6. Certification for payment of lawful bills; when designated as imprest fund cashier, the supply officer will also be responsible for the disbursement of government funds and proper accounting thereof.
7. Operation and supervision of the enlisted dining facility, including the procurement, preparation, and service of food.

8. operation and supervision of the ship's store except when the ship's store officer is designated in writing, to be other than the supply officer.
9. Performance of such other collateral duties as are assigned by the commanding officer.

Your duties as a Storekeeper will be much the same regardless of the type of ship in which you serve. The procedures set forth in this book apply to both ships with Supply Corps officers and ships without Supply Corps officers, unless an exception is noted. In these instances, both procedures will be given.

FLEET SUPPORT

The Operating Forces of the Navy are charged with supporting United States national policy under a wide range of conditions from peacetime operations through limited and unlimited armed conflict. For this reason, the Navy Supply System is designed with sufficient flexibility to function in support of the Operating Forces under the conditions existing at any given time. Ships are loaded with sufficient supplies to assure a prescribed period of self-sufficiency and to permit maximum retaliation when necessary. Shore bases and mobile support techniques are used to supply the Operating Forces as circumstances require.

DEPLOYED FLEET SUPPORT

Primary reliance for support of deployed fleets is placed on afloat capabilities which consist of self-support by individual ships and support provided by the Combat Logistics Forces (CLF). Overseas bases and bases in the United States except Alaska and Hawaii are used for supplemental fleet support when supply support is beyond the capability of the CLF. Supplemental fleet support responsibilities are stated in the approved missions of the applicable bases.

FLEET SUPPORT IN UNITED STATES WATERS

Fleet units in United States territorial waters are supported by the permanent naval shore establishments, including naval supply centers and depots, naval shipyards, and other activities. This general principle does not preclude fleet commanders from using mobile support units, particularly oilers and tenders, for supporting other ships when feasible. The location and general mission of the shore activities in the United States supporting fleet units is prescribed by the

Secretary of the Navy and promulgated in the Basic Naval Establishment Plan. The detailed mission of these activities is prescribed by the management bureau, office, or systems command and is usually promulgated as a numbered instruction. Standards of support are determined by the Navy Department and are promulgated in the Navy Department Program Objectives, Naval Supply Systems Command Program Objectives, and other planning documents.

OPERATION OF THE INTEGRATED NAVY SUPPLY SYSTEM

The Navy Supply System is integrated with the Defense Logistics Agency (DLA) Supply System. Following sections describe the operation of the Navy Supply System, the operation of the DLA Supply System, and the operation of the integrated Navy Supply System, in providing material required by the Operating Forces. It should be realized that the Navy and DLA Supply Systems are much more complicated than the following descriptions indicate. The brief overview of the systems will assist you to understand the relationships of the various elements.

THE NAVY SUPPLY SYSTEM

The term "Navy Supply System" describes that system under the direction of the Commander, Naval Supply Systems Command. It consists of inventory managers and stock points which function to provide material to the Operating Forces of the Navy. The functions of inventory managers, including ICPs, were described earlier in this chapter. The operation of stock points (FISCs, INASs, and NSYs) is described in the NAVSUP P-485 in detail.

Inventory Control Points (ICPs)—Each ICP manages one or more types of material which are held in a distribution system composed of stock points. The ICPs provide the material required by the stock points, based on transaction reports submitted by the stock point. The ICPs stock management responsibilities to the supply system are summarized as follows:

- position material at various stock points;
- retain inventory control of material through an extensive stock reporting system;
- provide technical assistance and cataloging services to the supply system (and to its customers).

Navy Stock Points—The primary contact points of the operating force for material support are the FISCs. Other stock points such as INASs and NSYs are not usually associated with direct fleet support, but may be used when necessary, The material support functions of Navy stock points are summarized as follows:

- procure, receive, store, and issue material;
- invoice customers for material used;
- report issues of material to the cognizant ICP.

Operation of the Navy Supply System. The following illustration depicts the operation of the Navy Supply System from the receipt of a customer's requisition to the replenishment of stock. The items enumerated correspond to the numbered lines in figure 2-3:

1. *USS John Paul Jones* submits a requisition to FISC, San Diego, for a cognizance symbol 1H repair part.
2. After researching their records and determining that the item is not in stock, FISC, San Diego, refers the requisition to the proper inventory manager for cognizance symbol 1H material, SPCC, Mechanicsburg (an ICP).
3. SPCC, Mechanicsburg, after researching their master records and determining that the requested item is in stock at FISC, Oakland, refers the requisition to FISC, Oakland.
4. FISC, Oakland, issues the material to *USS John Paul Jones*.
5. FISC, Oakland, makes an issue transaction report to SPCC, Mechanicsburg.

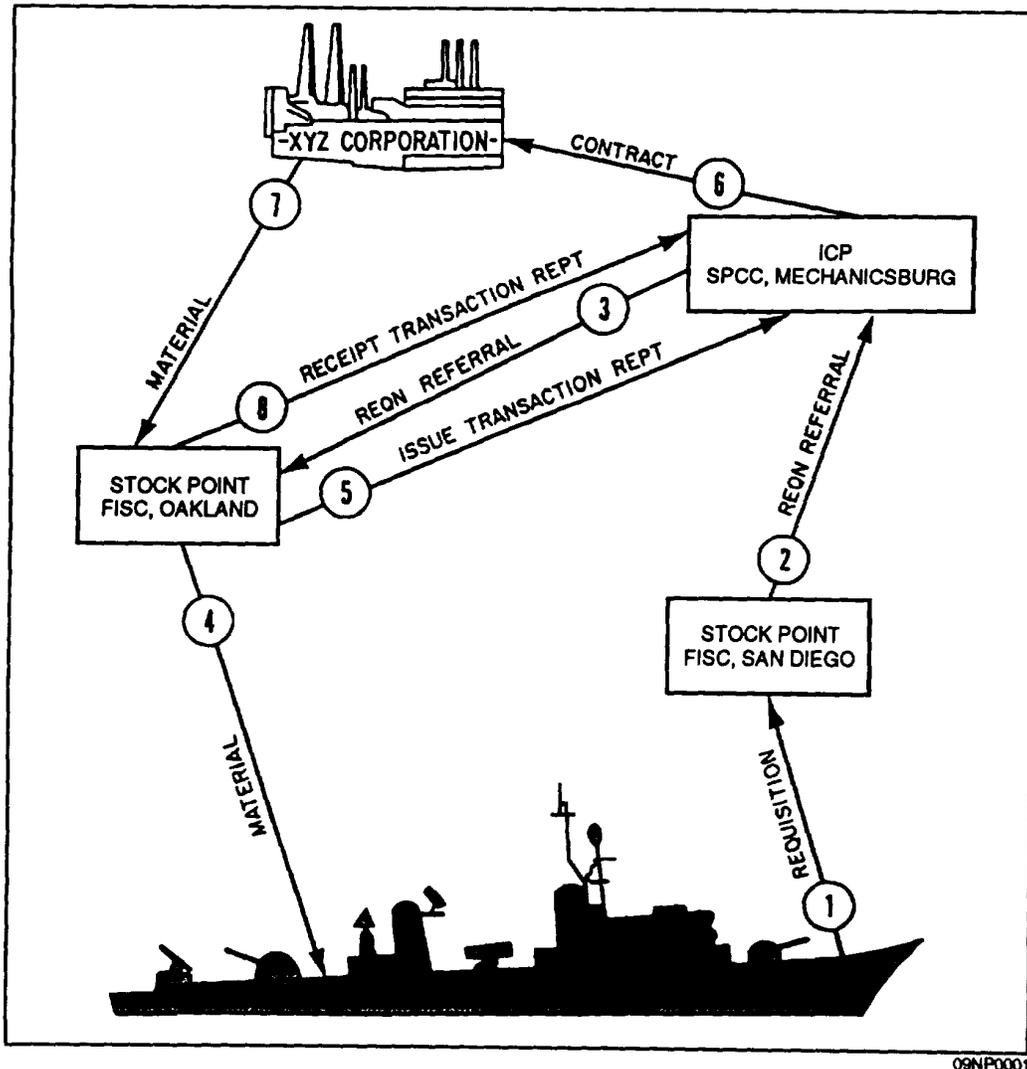


Figure 2-3.-Operation of the Navy Supply System.

6. SPCC, after applying the issue report to its master record, ascertains that FISC Oakland's stock of the item is below the required level and issues a contract to the XYZ Corporation to replenish FISC, Oakland.
7. The XYZ Corporation ships the material to FISC, Oakland.
8. FISC, Oakland, makes a receipt transaction report to SPCC, Mechanicsburg.

THE DEFENSE LOGISTICS AGENCY (DLA) SUPPLY SYSTEM

DLA is a supply support organization which is assigned management responsibility and control of items in common use by all military services. About 60% of the line items in the integrated Navy Supply System are managed by DLA. These items are identified by the number 9 preceding the alphabetic cognizance symbol, except for cognizance symbol 9Q material which is managed by the General Services Administration (GSA). Management of the DLA supply system is exercised through DLA headquarters at Cameron Station, Alexandria, Virginia. The role of DLA headquarters in the DLA supply system can be compared to the role of the Naval Supply Systems Command within the Navy Supply System.

DLA Supply Centers—The six DLA Supply Centers (DSCs) and the types of material for which they are responsible are:

- Defense Personnel Support Center (DPSC), Philadelphia, Pennsylvania—food items, medical supplies, and clothing;
- Defense Fuel Supply Center (DFSC), Washington, D.C.—bulk petroleum and bulk petroleum based chemicals;
- Defense Electronics Supply Center (DESC), Dayton, Ohio—electronic and electric equipment and repair parts;
- Defense Industrial Supply Center (DISC), Philadelphia, Pennsylvania—industrial-type items (e.g., bearings, wire rope, and sheet metal);
- Defense Construction Supply Center (DCSC), Columbus, Ohio—structural material and equipment, components, and repair parts;
- Defense General Supply Center (DGSC), Richmond, Virginia—furniture, food preparation equipment, recreation equipment,

packaged petroleum products, office supplies, and cleaning supplies.

Defense Supply Centers (DSCs) perform the same functions for the Defense Supply System as ICPs perform the for Navy Supply System except DFSC has no responsibility for inventory control.

DLA Material Distribution Activities—Material distribution functions within the Defense Supply System are performed by defense depots (DDs) and specialized support points (SSPs).

Defense Depot (DD)—A defense depot is a storage point for DLA material. Issue of material from a DD is centrally controlled by the cognizant DSC and is based on requisitions received and processed centrally by the DSC. DDs cannot accept direct requisitions and issues are made only when directed by the DSC.

Specialized Support Point (SSP)—An SSP is a military service managed stock point that is authorized to receive, store, and distribute a tailored range of DLA-owned materials for direct support of specified customers. These customers are generally, but not necessarily, of the same military service as the SSP. (Most of the SSPs are Navy stock points. Activities of the other military services requisition most of their DLA materials direct from the DSCs.) All the NSCs, as well as most other Navy stock points (FISC's, INASs, and NSYs) are SSPs for the specific DLA commodities listed for them. Unlike defense depots, SSPs are authorized to accept requisitions for stored DLA materials direct from customer activities, and to process such requisitions without prior clearance of the cognizant DSC(s). SSPs are required to report all DLA material receipt and issue transactions to the cognizant DSC(s).

Operation of the DLA Supply System—figure 2-4 depicts the operation of the DLA supply system in filling a requisition submitted by an afloat customer:

1. USS *John Paul Jones* submits a requisition for cognizance symbol 9C material to FISC, Oakland, an SSP.
2. FISC, Oakland, issues the material from DLA stocks.
3. FISC, Oakland, reports the issue transaction to DCSC.

In the foregoing example, it should be understood that although requisitioned from and supplied by a Navy stock point, the material issued was owned and managed by a DSC.

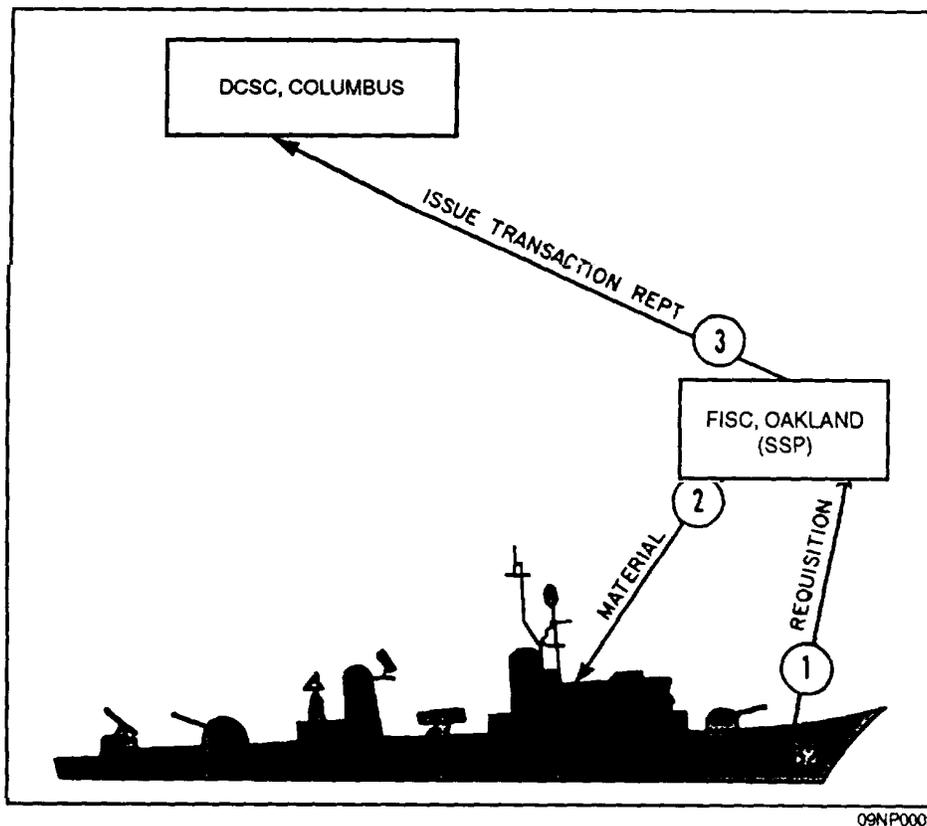


Figure 2-4.—The Defense Logistics Agency Supply System.

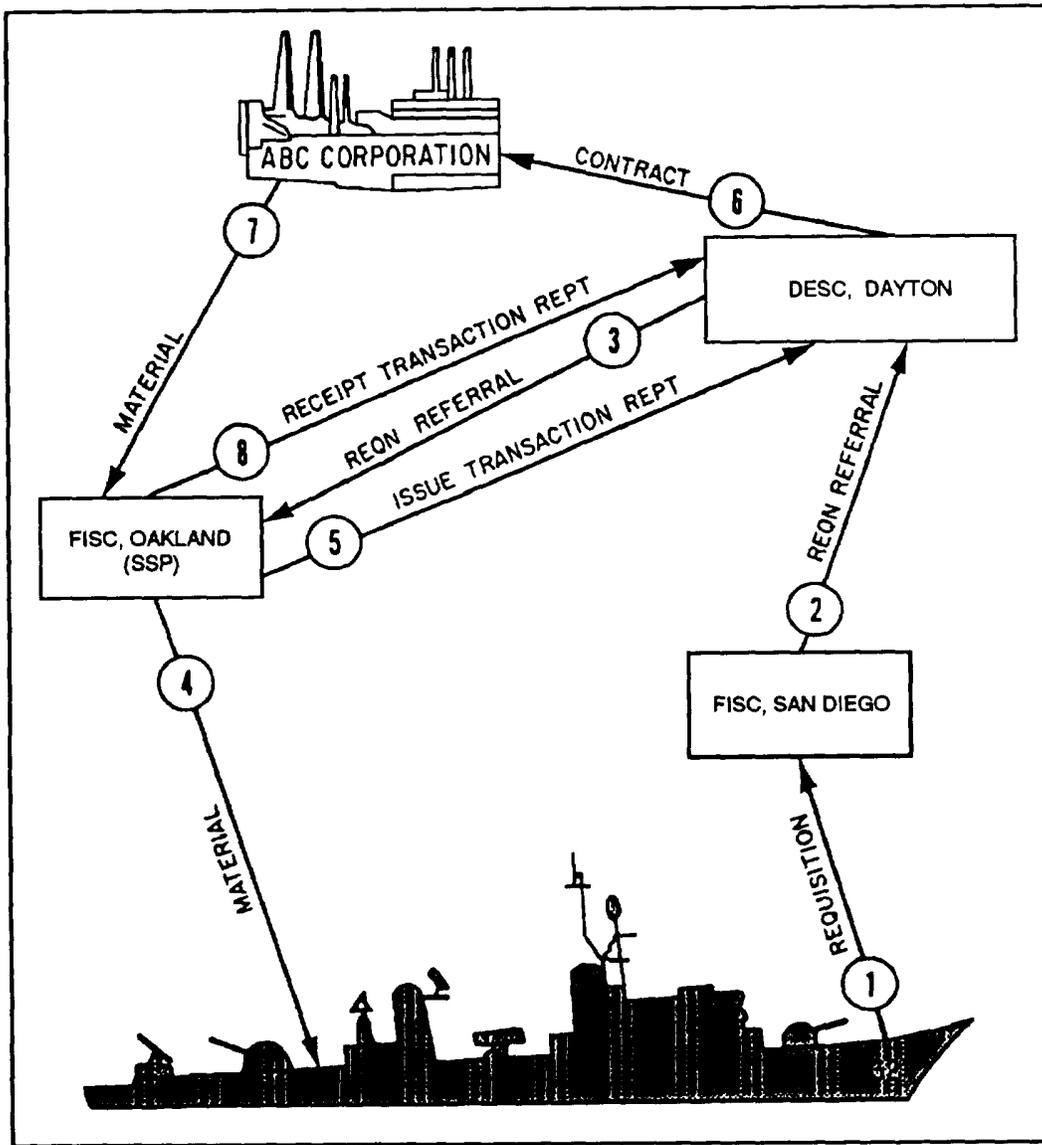
Navy Retail Stock Point—The DLA materials that are stored and issued by Navy stock points designated as SSPs are DLA owned managed as “wholesale” stock. All other DLA materials held by Navy stock points are Navy owned. They were purchased with Defense Business Operating Funds money from the cognizant DSC(s). These DLA materials are managed as “retail” stock and the holding activities are known as Navy retail stock points. The management function retail level for Navy-owned DLA material is performed by Navy retail offices (NROs). The NROs manage material by financial means only i.e., they apportion Navy Stock Fund money to the Navy retail stock points for use in purchasing DLA material. The Navy Ship’s Parts Control center (SPCC), Code 0133, is the principal NRO.

THE INTEGRATED NAVY SUPPLY SYSTEM

Figure 2-5 depicts the operation of the integrated Navy Supply System. The following items correspond to the numbered lines in the illustration:

1. USS *John Paul Jones* requisitions cognizance symbol 9N material from FISC, San Diego.

2. FISC, San Diego, a Navy retail stock point, after screening its stocks and determining that the requested material is not carried, refers the requisition to DESC, Dayton, the cognizant inventory manager.
3. DESC, Dayton, after researching its master records and determining that the material is available at FISC, Oakland, (a specialized support point), refers the requisition to FISC, Oakland.
4. FISC, Oakland, issues the material to USS *John Paul Jones*.
5. FISC, Oakland, makes an issue transaction report to DESC, Dayton.
6. DESC, Dayton, after applying the issue report to its master record, ascertains that stock of the item at FISC, Oakland, is below the required level and issues a contract to the ABC Corporation for additional stocks of the item.
7. The ABC Corporation ships the material to FISC, Oakland.
8. FISC, Oakland, makes a receipt transaction report to DESC, Dayton.



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Figure 2-5.—The Integrated Navy Supply System.

THE GENERAL SERVICES ADMINISTRATION (GSA)

The General Services Administration (GSA) provides common use items, such as paint, paper, handtools, and cleaning gear to the Navy. Navy

interest items are listed in the ML-N as cognizance symbol 9Q and are available at Navy stock points. Information concerning identification and procurement of GSA material is contained in the NAVSUP P-485.

CHAPTER 3

ADMINISTRATION

As a Storekeeper you will usually have some office duties. Assignment to an office requires you to have a variety of skills. For instance, you must know how to operate office equipment and other laborsaving devices and how to care for them. You must be familiar with various types of letters, publications, and how to prepare and file correspondence. You must also maintain records and submit required reports and returns.

In this chapter we will describe general procedures that apply to all offices, office equipment and laborsaving devices, correspondence, and publications used in a supply office. This knowledge is a must if you are to perform your duties properly.

GENERAL OFFICE PROCEDURES

The general appearance of an office is affected even by simple things. It will be one of your responsibilities to see that what you used during the day is put back in its place after work. In securing the office for the night, all gear and supplies must be secured and stowed away. This prevent damage to equipment or injuries to personnel from flying objects, should the ship encounter heavy weather.

ORGANIZATION AND LAYOUT

The amount of control that you have over physical conditions in your office will vary with your location and type of duty. Conditions outside your control may determine the kind of office and equipment you have. You may or may not have a choice in the arrangement or type of furniture.

If you have occasion to arrange the office furniture, make a plan before you start moving things around. Place desks so that those who work at them will have enough light but will not be facing the light. Arrange desks so that they face the reception area. Also when arranging desks keep them away from strong drafts or there may be a shortage of personnel due to sickness. On the other hand, be sure there is enough space for people to move around. Make sure work flows in one direction and does not crisscross the area.

Place tables or counters conveniently for handling supplies or assembling papers. Place files where they are handy for those who use them but where they are away from general office traffic.

It should be possible to plan an arrangement that is both convenient, orderly, and uncluttered. Keep things as simple as possible. There should be bookcases for office publications and other books so they don't take up workspace on tables and desks. Remember; A Place For Everything and Everything in it's Place!

In your efforts at orderliness and good appearance, don't go overboard. Remember that the office is there to get work done. Too much emphasis on appearance may interfere with the flow of work. Within reasonable limits, the best arrangement is one that facilitates work.

LABORSAVING DEVICES

Laborsaving devices (office machines) play an important part in the efficient operation of the supply office. They save time and provide accuracy; however, they must be properly used and maintained.

You will be required to use many types of office machines. You should know how to care for any machine you operate. You may also be required to make minor adjustments.

You should already be acquainted with the Planned Maintenance Subsystem of the Navy Maintenance and Material Management (3-M) Systems since it is thoroughly discussed in *Military Requirements for Petty Officer Third Class* and *Military Requirements for Petty Officer Second Class*. So we will not go into detail about the mechanics of the system. Briefly review that *portion* of the military requirements book to refresh your memory on the 3-M Systems.

One source of information for the care, operation, and routine maintenance of office machines is the manufacturer's instruction book received with the equipment. The instruction books for all equipment in your office should be kept in one place to be sure they are available when needed. The office machines most commonly used in supply work are discussed in the following paragraphs.

TYPEWRITERS

Speed and accuracy are essential in typing. They alone do not ensure fast work. Valuable time may be saved if the typist knows how to make a neat erasure, center a heading, divide words, and keep a typewriter in good operating condition. Many helpful typing techniques are given in the *Department of the Navy Correspondence Manual* and in elementary typewriting books available in most supply departments.

INTRODUCTION TO WORD PROCESSING (WP)

In the last several years the Navy has made available more word processors. As a Storekeeper you will be exposed to WP and the associated equipment. You should be familiar with the various types of word processing equipment (WPE) and their capabilities.

WORD PROCESSING EQUIPMENT (WPE)

WPE is any keyboard device capable of controlled memory storage, retrieval, and automated typing. WPE has come about as a result of advanced technology, especially in the area of computers, and is designed to enhance typing productivity. Stored keystrokes can be "played out" at speeds in excess of 360 words per minute (WPM). The use of a visual display and other text-editing features can further enhance the productivity of the equipment. WPE is generally categorized as follows:

- **Intelligent Typewriters.** A one-piece typewriter-like device with internal memory. It is used extensively where original keyboarding is a primary factor. Intelligent Typewriters also provide limited storage for frequently used formats, names, addresses, etc.
- **Blind-Keyboard Word Processors.** An electronic keyboard with built-in printer, internal memory, and magnetic recording capability. They provide some text-editing capability and are more suitable for correspondent of one to two pages. The magnetic-card (MAGCARD) machines are in this category.
- **Thin-Window Word Processors.** An electronic keyboard with built-in printer, internal memory, magnetic recording capability, and a visual display of two lines or less. These word

processors have improved text-editing ability that most blind-keyboard machines don't have. They simplify the task of working with large documents because a small display provides a "Window" into the magnetic media or memory.

- **Stand-Alone Display (Screen) Text Editors.** These provide the greatest text-editing capability. They have an electronic keyboard with a separate printer, internal memory, magnetic recording capability, and a visual display. Some units provide math capabilities. This makes the processing of statistical or columnar documents easier. They also provide the operator with the ability to manipulate text in almost any manner; such as, move, delete, or insert words, sentences, or paragraphs.
- **Shared-Logic Systems.** These are simply Stand-Alone Display Text Editors which have been electrically linked to a Central Processing Unit (CPU). The CPU supports multiple typing stations with a shared-logic and memory. Generally, they provide as many or more features than the Stand-Alone Display Text Editors. The number of work stations and printers in each system depends on the power of the CPU. These systems are used extensively in large Word Processing Centers.

As you can see there are presently many different types of machines with varied capabilities available. Therefore, the functions of the organization to be served must be analyzed to determine what type WPE most accurately meets the requirements of a particular office, division, department, or command.

For more information about word processing and word processing equipment, you may want to consult OPNAVINST 5210.12 series.

PHOTOCOPY EQUIPMENT

These machines use a dry electrical copying process (e.g., Xerox, figure 3-1). Letters, drawings, and forms may be reproduced in minutes, and with some models in seconds. There are so many of these machines, all differing slightly, that it is impractical to describe any of them here. If you have a machine of this type in your office, you should also have the right operating manual.

Normally you will not perform maintenance on these machines. However, you may be assigned as a key-operator of the machine in your work space. This will require some maintenance knowledge. What you

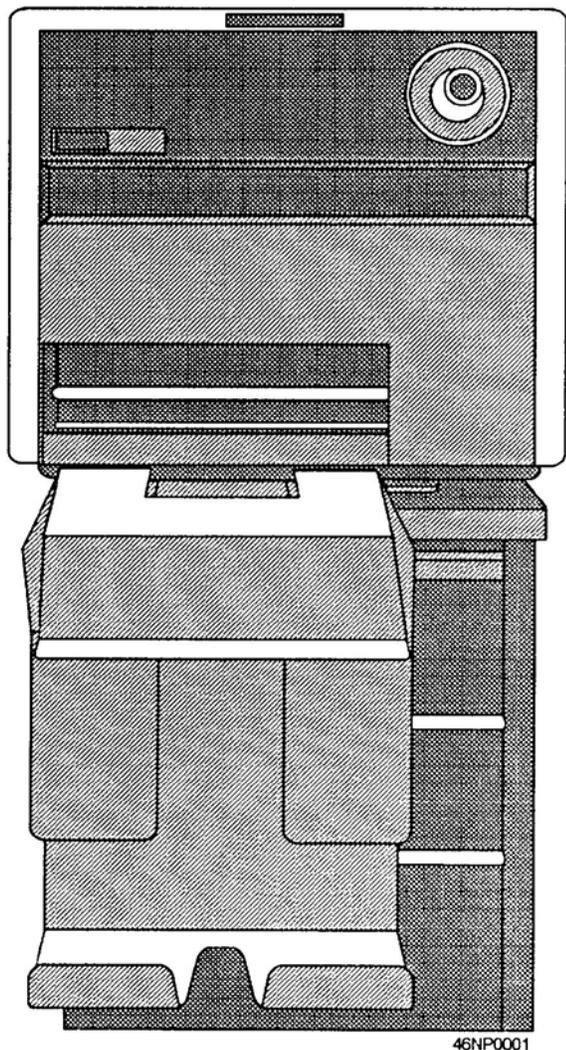


Figure 3-1.-Photocopier.

will be required to know and do in the event of a malfunction will be outlined by a representative of the manufacturer.

CONTROL OF FAST-COPY MACHINES

A problem which requires the attention of everyone in your office is the control and use of fast-copy machines. Increased availability of these machines has created security problems and increased operating costs. These machines permit quick, easy reproduction of uncontrolled classified material. Latent impressions are left on reproduction equipment. This creates excessive waste material that can contribute to compromise of classified information. Some misuses and abuses that contribute to high operating cost are:

- Using a copier instead of making carbons

- Copying blank forms or publications
- Making more copies than are needed
- Using a copier for items that should have been copied by the print shop
- Controls should be established to prevent unnecessary costs and prevent security abuses

CALCULATORS

Calculators add, subtract, multiply, and divide. Most models in use by the Navy are capable of performing a variety of complex mathematical operations but do not produce a paper tape of the results. A substantial amount of training is required to operate a calculator with proficiency. Simple multiplication and division that an SK would be required to perform can be learned in a few minutes.

MICROFICHE

Many publications used by the Navy supply system are in the form of microfiche. They require the use of a microfiche reader. These readers are easy to use and do not require specialized training. Figure 3-2 shows typical fiche data fields.

PUBLICATIONS

The publications you will use can be divided into two types: procedural and technical. Operations are governed by law. Procedural manuals have been developed to assist Navy personnel in performing their jobs. Efficient procedures have been developed that save time and limit mistakes. They also make communications between commands *clearer* and easier to understand. When you transfer from one ship to another, this uniformity makes it easier to transition into the new assignment.

Technical publications are necessary because of the wide range of material required to keep the Navy operating. You will use technical publications primarily to identify material.

The publications needed by ships and stations vary, but those described below are used by most supply departments afloat.

NAVY REGULATIONS

Navy Regulations defines the duties, responsibilities, authority, and relationships of the

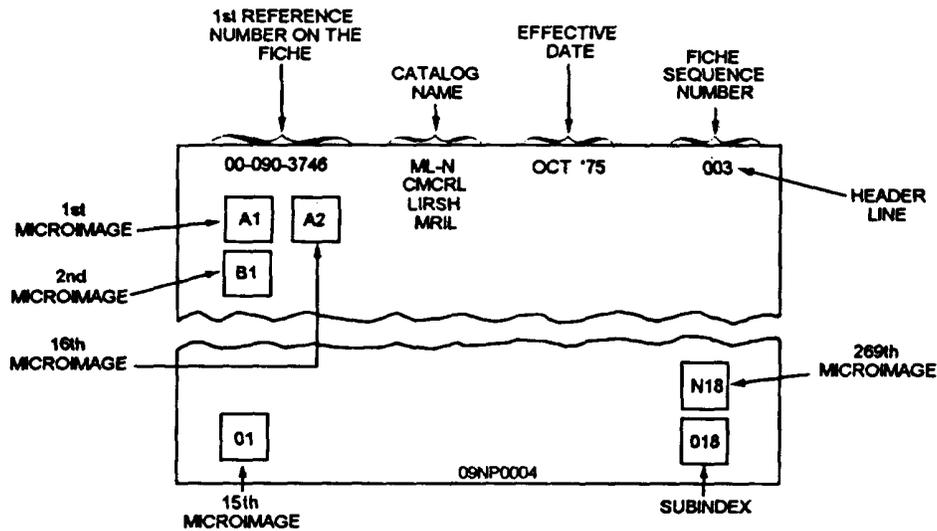


Figure 3-2. Representation of fiche data fields.

various bureaus, commands, offices, and individual officer billets. The bureaus, commands, and offices issue publications which spell out the details of compliance with *Navy Regulations*. These publications may expand and supplement *Navy Regulations*. There can be no conflict between *Navy Regulations* and any other publication issued in the Navy since any conflicting wording or regulation in the latter is automatically cancelled.

STANDARD ORGANIZATION AND REGULATIONS OF THE U.S. NAVY

Standard Organization and Regulations of the U.S. Navy, OPNAVINST 3120.32 series, promulgates regulations and guidance governing the conduct of all members of the U.S. Navy.

NAVAL SUPPLY SYSTEMS COMMAND PUBLICATIONS

This section describes some of the manuals and publications that are published by NAVSUP.

Naval Supply Systems Command Manual

The *Naval Supply Systems Command Manual* is issued for the information and guidance of all persons in the Department of the Navy. It is designed to standardized supply procedures. The procedures in the *NAVSUP Manual* are mandatory unless otherwise stated. The paragraph numbering system of the

NAVSUP Manual, shown in figure 3-3 consists of a five-digit paragraph number and its subparagraph designators. The following is a breakdown of such a number.

Explanation— In the paragraph number cited in the example the first digit designates the volume which in this case is volume 1; the second digit indicates the chapter of that volume which in this case is chapter 1; the third, fourth, and fifth digits indicate the paragraph of chapter 1 of volume 1 which in this case is paragraph 063. The next four digits are subparagraphs of the basic paragraph. There are four volumes of the *NAVSUP Manual*. They are discussed in the following paragraphs.

SUPPLY ASHORE, VOLUME II.— This volume contains basic supply principles and procedures for supply activities ashore. These procedures include:

- Requisitioning and local procurement

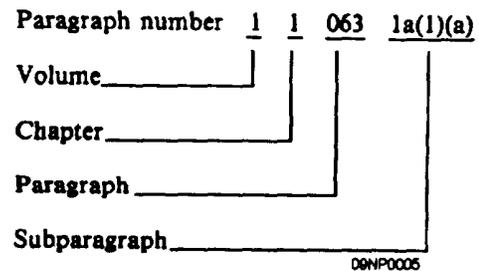


Figure 3-3. Paragraph numbering system.

- Material Receipt
- Stock Management at field Supply Points
- Material Expenditure
- Supply System Management
- Storage and Material Handling

TRANSPORTATION OF PROPERTY, VOLUME V.— This volume contains policy and procedural instructions for ashore activities shipping and receiving Navy property. This includes the personal property of military and civilian personnel under official orders. It contains instructions for shipments of Navy material by bureaus, offices, and Navy inventory managers. It also implements certain provisions of the military traffic management regulations with respect to traffic moving within the United States (except Alaska and Hawaii). Appendix A, provides consignment instructions, and overseas offloading port information for material to be shipped to Navy shore-based activities overseas and in Alaska and Hawaii. It is issued as a separate publication.

NAVSUP Publications

NAVSUP issues many publications that deal with the different facets of supply. This section discusses some of the publications that are of particular interest to the SK These publications are also available on CD-ROM (compact disk-read only memory) cataloged as Naval Logistics Library (NLL), NAVSUP P-600.

NAVSUP publications are sometimes referred to in four different ways. For example, the NAVSUP Operating Procedures Manual for MILSTRIP/MILSTRAP may be referred to in various publications and directives one of the following ways:

1. NAVSUP Publication 437;
2. NAVSUP Pub 437;
3. NAVSUP P-437; or
4. NAVSUP 437

When referencing NAVSUP publications in correspondence, messages, etc., they should be written as “NAVSUP Publication 485.”

STORAGE AND MATERIALS HANDLING, NAVSUP P-284.— *The Storage and Materials-Handling Manual* (NAVSUP P-284). This manual consolidates the detailed technical information available to the military services on storage and materials-handling operations. It includes information

on the receipt, storage, issue, and care of supplies (except for preservation, packaging, and packing).

The Navy Supplement (NAVSUP P-284-1) expands on some of the above subjects. It contains specific policy and procedures that do not affect the other services. These manuals are designed for the three-ring binder.

MILSTRIP/MILSTRAP DESK GUIDE (NAVSUP P-409).— The *MILSTRIP/MILSTRAP Desk Guide*, NAVSUP P-409 is a handy reference for personnel who originate and process MILSTRIP/MILSTRAP documents. This booklet contains common definitions, coding structures, and abbreviated code definitions used on a daily basis. Blank space is provided for entering commonly used routing identifier, fund, project, and locally assigned codes.

OPERATING PROCEDURES MANUAL FOR MILSTRIP/MILSTRAP (NAVSUP P-437).— NAVSUP Publication 437 contains policy and procedures for (MILSTRIP/MILSTRAP). This publication takes precedence over conflicting provisions contained in other supply system manuals or directives. It consists of 10 chapters and several appendixes and exhibits. It covers MILSTRIP/MILSTRAP procedures relative to supply system management, requisitioning ashore, inventory control, financial matters, material movement priorities, and evaluation procedures (MILSTEP). It is a comprehensive ready reference for those involved in the preparation and/or processing of MILSTRIP documents.

NAVSUP Publication 437 is not distributed afloat. All Afloat MILSTRIP/MILSTRAP procedures are incorporated into the NAVSUP Publication 485.

Paragraph numbering in NAVSUP P-437 is similar to that of the *NAVSUP Manual* Paragraph 06120-3.a is broken down as shown in figure 3-4.

SUPPLY AFLOAT PACKAGING PROCEDURES (NAVSUP P-484).— This publication provides a simple do-it-yourself guide for naval supply

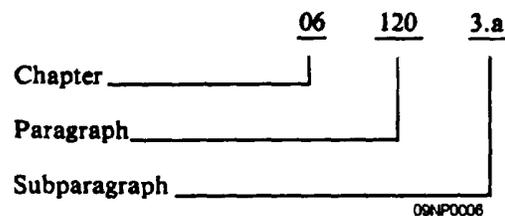


Figure 3-4.-Paragraph numbering In NAVSUP P-437.

activities who have limited packaging facilities. These basic packaging techniques will protect material being transferred and retrograde shipments of repairable.

AFLOAT SUPPLY PROCEDURES (NAVSUP P-485).— This publication establishes policies for the operation and management of afloat supply departments and activities operating under afloat procedures. It is designed to assist supply personnel in the performance of their assigned duties and help them in understanding and performing the individual tasks associated with afloat supply operations.

Although this publication is designed primarily for nonautomated (i.e., manual supply procedures) ships, much of the information and policy that it contains applies to all afloat supply departments.

The procedures contained in the NAVSUP P-485 are the minimum needed to achieve acceptable supply management. They are mandatory unless stated as being optional. It includes the procedures outlined in *NAVSUP Manual*, Volumes II and V, and the NAVSUP P-437 as they apply to afloat situations.

NAVSUP P-485 has several appendices that contain such information as advice codes, document identifier codes, fund codes, units of issue, etc.

Paragraph numbers in this publication consist of a four-digit number and subparagraph designators. Figure 3-5 is a breakdown of NAVSUP P-485, paragraph number 5127-7d(4)(a).

FOOD SERVICE MANAGEMENT (NAVSUP P-486).— This publication establishes policies for the operation and management of Navy enlisted dining facilities afloat and ashore. It is designed to assist foodservice personnel in understanding and performing the individual tasks associated with enlisted dining facility operations.

SHIP'S STORE AFLOAT (NAVSUP P-487).— This publication establishes policies for the operation and management of ship's store afloat. These include procurement, material receipt, custody, and

stowage; material expenditure; stock records and inventory control.

AUTOMATED SNAP I SUPPLY PROCEDURES (ASSP), (NAVSUP P-567 Volumes I and II).— This publication provides fictional supply and accounting procedures and policies for ships and activities using the Shipboard Uniform Automated Data Processing System-Red Time (SUADPS-RT) Release 3 and beyond.

It consists of two volumes (Volume I, *Logistics and Inventory Management* and Volume II, *Financial Management*). They provide supply personnel with the necessary information to accomplish the mission of the department operating in an automated SNAP I environment. The two volumes together provide the policies, concepts, and procedures necessary to understand what is required, what is expected, and how to perform specific supply and accounting functions in conjunction with instructions provided in the SUADPS-RT Support Procedures published by the Navy Management Systems Support Office (NAVMASSO).

SUADPS-RT SUPPORT PROCEDURES.— The Shipboard Uniform Automated Data Processing System-Real Time (SUADPS-RT) is supported by a three volume reference manual called the SUADPS-RT Support Procedures. These Support Procedures are written by the afloat Central Design Agency (CDA), Navy Management System Support Office (NAVMASSO). The three volumes are; the Inventory Management Subsystem, the Logistics Management Subsystem, and the financial Management Subsystem. Each chapter begins with a menu that lists the relevant SUADPS-RT screens.

Volume three also contains a Glossary, an Index, and Appendices with summaries of standard DOD MILSTRIP codes and SUADPS-RT code.

NAVCOMPT PUBLICATIONS

The Comptroller of the Navy (NAVCOMPT) issues publications pertaining to accounting, financial management, and military pay and allowances. The publications that you will use are discussed below.

NAVCOMPT Manual, Vol. 2, *Accounting Classifications*, contains terminology, authorization, availability, structure, and other information regarding appropriations, funds, and accounts. Chapter 5 contains alphabetical and numerical lists of unit identification codes (UIC). These are used to identify all activities in

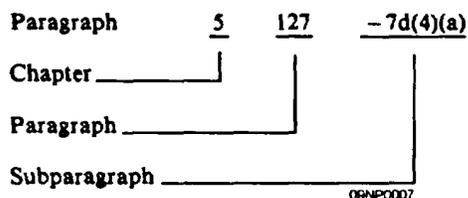


Figure 3-5.—Paragraph scheme for NAVSUP P-485.

the Navy. This chapter may be filed in a separate binder. This manual will help you determine the classification of operating and maintenance costs.

NAVCOMPT Manual, Vol. 3, *Appropriation, Cost, and Property Accounting (Field)*, contains accounting procedures for field activities of the Navy.

NAVCOMPT Manual, Vol. 4, *Disbursing*, contains information covering the responsibilities, duties, and accountability of disbursing officers ashore and afloat.

NAVSO Publication 3013 (P-3013), *Financial Management of Resources*. This publication contains accounting procedures for operating budget, operating target (OPTAR), inventory and property, and cost accounting for the Operating Forces and designated ashore activities. As a manual of the Navy accounting system, it establishes the methods and procedures for the Operating Forces and designated ashore activities in accounting for and reporting of receipts and expenditures of Navy resources.

NAVSO Publication 3073 (P-3073), *Afloat OPTAR Recordkeeper's Guide*. It is published to help personnel assigned to OPTAR record-keeping duties. It is a highly detailed and illustrated coverage of the OPTAR recordkeeper's actions in recording requisitions and advance adjustments, preparing OPTAR document transmittals and OPTAR reports, and processing the various OPTAR holder transaction listings.

ORGANIZATION MANUALS

In addition to the publications above, your ship also prepares manuals for use of personnel in the performance of their duties.

The *Ship's Organization and Regulations Manual* is issued by the CO and outlines the military organization of the ship. It lists the duties and responsibilities of the various departments and divisions of the ship. It shows the personnel allowances of the departments, and the billets assigned to the emergency bills (general quarters, abandon ship, fire, etc.).

Supply Department Organization Manual is prepared by the supply officer to cover the responsibilities of the supply department. It may contain any or all of the following subject areas:

- Organization of the department into divisions
- Professional duties and responsibilities of personnel

- Machinery operating instructions and safety precautions
- The flow of work and authority within the department

You should read and become familiar with the supply department manual. It will give you a better understanding of the specific responsibilities of your department and division. It will also help you do a better job.

COSAL

Coordinated Shipboard Allowance List (COSAL) establishes equipage allowances for the ship and the storeroom allowance of repair parts for installed equipment. It covers all electronic, ordnance, electrical, and mechanical equipment on board your ship. You must learn to use the COSAL since it is one of the most important publications used in identification of material and inventory management. It is a technical and supply management document designed to enable ships to achieve maximum operating capability for extended periods of time, independent of external logistics support.

Before we go any further, let's examine that opening paragraph and see just what it means to you.

The COSAL is a technical document because it provides the:

- nomenclature,
- operating characteristics,
- technical manuals,
- specifications,
- parts lists,
- technical data for installed equipment and machinery, and
- equipage and tools required to operate and maintain the ship and its equipment.

The COSAL is a supply management document because it tells the supply officer how much and what type of material to stock. It also tells the quantity of each item of equipage that must be carried aboard ship.

During peacetime operations, the ship's operating schedule is usually known. Supply officers are able to replenish the storerooms for an operation because they know where the ship is going, how long it will be gone, and what supply support will be available during the

trip. During wartime or other emergency, the duration and destination of the ship may not be known. The supply officer must then load to capacity to provide for the ship's requirements for an indefinite period of time. For most operating supplies, the supply officer has the past records of what has been used. From these, a balanced load that will provide the maximum days of support can be calculated. But what about repair parts? No one can predict when a bearing on the freshwater pump will wear out or a vital part in the radar will fail. This is where the COSAL takes over. Computers have analyzed the failure frequency of parts used aboard ships, and based on the equipment aboard your ship, have developed an allowance of repair parts that you should stock.

The key word in COSAL is COORDINATED. Computers assemble a list of the allowed parts from the hundreds of APL/AELs into lists of repair parts to be stocked by the ship. These lists are prepared by the activities and cover the equipments supported by them. The preparation of these lists takes into account the:

- installed equipment on board
- quantity of each item of that equipment
- failure rate of parts, and the
- relative importance of these parts to the operation of the equipment.

Thus, the COSAL, aided by experience and advice from technical ratings, enables the supply officer to stock the items that should be carried to meet the requirements for repair parts.

Of course, the COSAL will not provide parts for every equipment breakdown. To do this, you would have to carry a complete set of spare equipment and machinery in the storeroom. This is impossible. Chapter 12 of this TRAMAN covers a system of reporting that will greatly improve the effectiveness of the COSAL, but the present COSAL is far superior to any system previously used to provide repair parts support for the equipment and machinery aboard ship.

The COSAL does not include:

- Ship's store stocks
- Resale clothing
- Subsistence items
- Expendable ordnance
- Recreational equipment

- Hydrographic charts
- Medical material
- Printing equipment
- Bulk fuels and lubricants
- Repair parts for aircraft

These items are covered by separate outfitting and load lists.

Flagship allowances are included in HME COSAL.

As you study this chapter, keep in mind that you will use the COSAL for two main reasons: (1) To identify repair parts and (2) To determine storeroom allowances. This includes the material in your storeroom and the material requirements of maintenance personnel. There is much more information contained in the COSAL that you may use, depending upon the type of job you are assigned to do.

If you are assigned to the supply support center or repair parts storeroom, you must be able to use the COSAL. How well you are able to use it will depend on how well you understand the purpose and content of each part.

Refer to the *COSAL Use and Maintenance Manual*, SPCCINST 4441.170A series for detailed instructions in its use.

STOCK LISTS AND CATALOGS

The use of stock lists and catalogs is fully explained in chapter 4. As a Storekeeper you will be expected to have a working knowledge of the stock lists and catalogs on your ship. The following is a brief description of the types and purposes of regularly used references.

Complete and accurate management data must be available for requisitioning purposes and for effective financial and inventory control of material. The ML-N provides the basic management data. The related publications were developed to supplement the ML-N by providing additional management data and by consolidating certain information for reference purposes. The ML-N and related publications all have the NSN as a common data element. Detailed descriptions and information on the ML-N and the related publications listed below are discussed in chapter 4.

- Navy Master Repairable Item List (MRIL)

- Hazardous Material Information System (HMIS)
- Consolidated Master Cross-Reference List (MCRL)
- Identification List (IL)
- Afloat Shopping Guide (ASG)

Federal Logistics Data

Federal Logistics Data on (CD-ROM) is available to access DOD logistics data. It replaces the cumbersome data retrieval process of the micro-fiche media used for earlier federal Catalog System (FCS) and Navy unique publications. It is also an interactive query system using the following types of search criteria

- Part Number
- Commercial and Government Entity (CAGE)
- National Item Identification Number (NUN)
- National/NATO Stock Number (NSN)
- Permanent System Control Number
- Supplier Name
- Item name, Navy Item Control Number (NICN)
- Engine Number
- Master Repairable Item List (MRIL)
- Shipping Code

The Federal Logistics Catalog reduces the time required to access the information needed to identify and order supplies. It also contains extracts of data found in the following FCS publications:

- Management List-Navy (ML-N)
- Management List-Consolidated (ML-C)
- Master Cross Reference List (MCRL)
- Federal Logistics Data Record (FILDR)
- Identification List (IL)
- Interchangeability and Substitutability (I and S)
- Commercial and Government Entity (CAGE)
- Federal Supply Classification Groups and classes (H2-1)

- Freight, Selected Federal Item Name Directory for Supply Cataloging Data (H-6)

Navy unique publications consist of:

1. List of Items Requiring Special Handling (LIRSH), Master Repairable Item List (MRIL)
2. Navy Item Control Number to National Item Identification Number (NICN-NIIN) Cross Reference.

Naval Publications and Forms Directorate, Aviation Supply Office (NPF, ASO) manages all Navy subscription for the Federal Logistics Catalog, including requisition processing, payment matters, renewal notifications, customer inquiries and problem, and future enhancements to the system. A subscription includes the initial 3 disk set, a user manual and monthly updated disks.

Forms and Publications

Navy *Stock List of Forms and Publications* (NAVSUP P-2002) provides ordering information for all forms and publications printed and used in the Navy.

GSA Catalog

The *General Services Administration (GSA) Catalog* provides a quick reference for commonly used items since it is published in four volumes. Volume 3 contains descriptions of material similar to the ASG.

Clothing Price List

Clothing price lists are published by the Ship's Parts Control Center (SPCC). Separate price lists are provided for men's and women's clothing items. These lists establish the mandatory prices of clothing items. They are usually revised on 1 July of each year and more often if necessary because of price changes. They must be posted in all clothing stores for all to see.

TECHNICAL REFERENCES

You will refer to technical publications repeatedly. The better you understand their content and purpose, the easier they are to use. The references listed below are found on most ships.

The *Naval Sea Systems Command Technical Manual* is usually kept in the engineering department as it pertains primarily to engineering matters. You will refer to it occasionally for technical data on:

- Material
- Preservation of Supply Spaces
- Safety Precautions in stowing safe semisafe, and dangerous materials

The *Commercial and Government Entity* (CAGE) provides a means of identifying manufacturers without writing out the complete name and address. The Defense Logistics Agency has assigned five-digit identifying numbers to all manufacturers and suppliers that contract with the government. You will use this code to identify the stock items in stock lists and cross-reference listings. It is published on microfiche by; (1) Name-to-code and (2) code-to-name.

Manufacturers' Instruction Books are prepared for all Navy equipment. They contain operating instructions, maintenance and test procedures, drawings, and parts lists. You will use the parts lists to identify repair parts. Instruction books are *normally* retained and used by the technical ratings. They will assist you in identifying the part number and nomenclature of the required part.

This has been a very brief look at the publications that you will use most often. Most of them are covered in greater detail in later chapters. You cannot become an expert on publications by reading a few paragraphs about them; you must use them.

Navy Supply Corps Newsletter

The *Newsletter* is published monthly by the Naval Supply Systems Command. It is distributed to Supply Corps officers and Master and Senior chief petty officers in supply ratings. While it is not an official publication, it contains much information that will be useful to you.

One featured column is directed toward enlisted personnel in supply ratings. The Newsletter contains articles on new procedures and supply operations in the Navy. It also lists the latest changes to NAVSUP and NAVCOMPT publications.

CHANGES TO PUBLICATIONS

Regardless of how well you can use supply publications, if they aren't up to date you are wasting your time. Changes should be entered when received. This prevents loss and ensures that the latest information is being used. There are different types of changes and the methods of entering them are different.

Always read the accompanying instructions before making the change.

Pen-and-ink Changes— These changes are usually distributed as a message letter or notice and require you to change words and/or sentences in a publication.

Changes to the *NAVSUP* and *NAVCOMPT Manuals* and other publications requiring extensive changes are made by page changes. This involves removing an old page and inserting a new one in its place. Most of these changes will also include a list of "Effective Pages" or "Sheets in Force" which should be checked after the change has been made. This makes sure that all pages that should be in the manual are there.

Change Bulletins are usually used to change stocklists, catalogs, and cross-reference listings. The change bulletin will refer to the basic publication that it changes and will state whether it is cumulative or noncumulative. A cumulative change bulletin is one that contains all changes previously issued and the older bulletins should be discarded. Example: (Change Bulletin #3 replaces Change Bulletin #2 which should be destroyed). Noncumulative change bulletins must all be retained until the basic publication is reprinted. Always read the instructions BEFORE you make the change.

CLASSIFIED INFORMATION

Classified information is a term used to include any information or material requiring protection in the interest of national defense. You may come in contact with classified information at any time and you must know the different classifications used and their meanings. The *Department of the Navy Security Manual for Classified Information*, OPNAVINST 5510.1, is the guiding publication for handling all classified matter in the Navy. Ships not only have a large number of classified publications and other written materials on board, they also have classified equipment. The supply department will probably carry classified repair parts for this equipment.

Additional information is contained in *Military Requirements for Petty Officer Third Class* and *Military Requirements for Petty Officer Second Class*. If your duties required you to handle classified information, you should study the *Security Manual* and local instructions to be sure you comply with all requirements of handling, stowage, and transmissions.

DIRECTIVES ISSUANCE SYSTEM

Your work as a Storekeeper will be governed to a large extent by directives issued by the various commands, bureaus, and offices of the Navy Department.

These directives are issued in accordance with the Department of the Navy Directives Issuance System, SECNAVINST 5215.1, which sets the policies, responsibilities, and standards for the administration of the Navy Directives System.

PURPOSES OF THE SYSTEM

Use of this single Navywide numbering system for directives enables each naval activity receiving directives to:

1. Group directives by subject and combine related subjects.
2. Distinguish between directives of a continuing nature and those of a brief duration.
3. Obtain complete sets of instructions upon activation or commissioning.
4. Determine, by use of periodic checklists, the current status and completeness of its set of directives.
5. Determine, by use of subject indexes, what directives are in effect on a subject.
6. File directives and describe them as references by one easy method.
7. Use the same numbering system for correspondence files as for directives.

Since the system serves so many useful purposes, it is important that you become well acquainted with it.

TYPES OF DIRECTIVES

The directives system provides for two types of directives

Instructions

Directives containing authoritative or information having continuing reference value or requiring continuing action. An instruction remains in effect until superseded or otherwise canceled by the originator or higher authority.

Notices

Directives of a one-time or brief nature with self-canceling provision. They have the same force and effect as an instruction. Usually notices remain in effect for less than 6 months. They may not remain in effect for longer than 1 year.

CORRESPONDENCE

Official correspondence in the Navy includes all recorded communications sent or received by a person in the Navy in the execution of the duties of his office. Supply departments, both ashore and afloat, originate and receive a large quantity of correspondence. Some of the more common types are; directives outlining supply policies and procedures, naval letters requesting and furnishing procedural information and authority, and letters and memorandums assigning duties and individual responsibilities.

Outgoing correspondence is normally drafted by senior petty officers or officers of the supply department. The SK3 or SK2 is primarily concerned with typing and format. Some correspondence originated by the supply department is of a recurring nature and relatively standard in content. This may include such correspondence as: recommended changes to allowance lists, requests for special or in-excess material, or periodic reports to higher authority. Correspondence of this nature may be drafted by the SK3 and SK2, using file copies of previous correspondence as a guide.

The format and procedural requirements of official correspondence Samples are found in the *Department of the Navy Correspondence Manual*. Slight variations from these formats may be practiced at different commands. When assigned to a ballet requiring the preparation of correspondence, it is necessary to consult local command instructions outlining the details pertaining to the preparation of correspondence. You should consult local command instructions for preparing official correspondence.

ROUTING AND HANDLING OFFICIAL CORRESPONDENCE

The fact that official correspondence is produced implies that the information is being requested or furnished. Unless this information is disseminated accurately, the work to produce it has accomplished very little. Correspondence requesting a report does not

produce the report unless the person responsible for its preparation receives the request.

The responsibility for the dissemination and handling of official correspondence is assigned to a specific organizational component of the supply department. An SK3 or SK2 in many instances is assigned to this component, and in smaller departments and aboard ship may even be the component head.

INCOMING CORRESPONDENCE

Official correspondence received by the supply department may become a permanent record of the department. The routing required between the receipt and the filing of correspondence depends on the type of information furnished and/or the action required. Local procedures usually prescribe a standard routing for all incoming correspondence. This is in addition to the routing to those individuals or organizational components primarily concerned with the communication.

A route sheet similar to figure 3-6 maybe used to ensure the proper routing of correspondence requiring action. This should be prepared in duplicate with the original attached to the correspondence being routed and the copy being retained by the correspondence SK. As the correspondence progresses through the routing indicated, action is taken and the routing sheet is initialed by the responsible individuals. When the routing is complete, the correspondence with the original route sheet is returned to the correspondence SK for filing. Figure 3-6.—Route sheet.

The routing scheme may be placed on the correspondent itself if it is in the nature of information. This may be accomplished by the use of a rubber stamp. (See figure 3-7).

OUTGOING CORRESPONDENCE

Outgoing correspondence is usually handled by the correspondence component of the organization. They use a rough draft prepared by the originator. The completed letter is presented to the appropriate official for signature.

The correspondence file which accompanies the letter to be signed is arranged according to the instructions of the signing official.

Once signed, the correspondence is dated with the date on which it is signed. File copies are removed for filing, and the correspondence forwarded to the addressee(s).

TICKLER FILE

Another responsibility assigned to the correspondence SK is the maintenance of the system used to ensure a timely response to incoming correspondence. It may also be used to ensure the preparation of required reports. A tickler file is established simply as a reminder that some action is required prior to a certain date. The method most suitable for local conditions, considering size of operations and the amount of correspondence handled, should be used. The methods described in the following paragraphs are frequently used.

The retained copies of the route sheet maybe used as a reminder for replies or reports of a one-time nature. They should be maintained by the date that the reply or report is due and retained until the required action is completed. If sending correspondence is required, enough time should be allowed to ensure its receipt by to the recipient on or before the due date.

For reports or actions of a more permanent or continuing nature, file folders maybe used. These may be numbered from 1 to 31, corresponding to the days of the month. Notes listing action required, data required, background information, and reference data are filed in the folders according to due date. The folder for the current day is pulled each morning and refiled in the back of the file after the contents are noted and after it is determined that the required action has been taken. When it is found that the required action has not been taken, the correspondence SK should follow up with the responsible Personnel.

FILING CORRESPONDENCE

Department of the Navy Standard Subject Identification Codes, SECNAVINST 5210.11, provides a single, standard subject system for classifying correspondence for filing. This system is used for standardized numbering of Navy and Marine Corps documents by subject throughout the Department of the Navy. SECNAVINST 5210.11 contains a list of standard subject identification numbers and a list of name-title subject identification codes. Except at activities with an exceptionally large volume of correspondence, files normally are established by subject identification numbers. However, files may be established by name-title codes or a combination of both.

MAIL CONTROL NO. 3232

FROM BUPERS	SERIAL NO. -----	DATE 2/8/___	DATE RECEIVED 2/16/___	FILE NO. 1430 / NEC
ORIGINATOR (BASIC LETTER) BUPERS (Para-B2233)	SERIAL NO. -----	DATE 2/8/___	NO. OF COPIES REC'D 2	REG. OR OMM NO. -----
ADDRESSED TO DIST LISTS I, II, III, & IV	ROUTED TO ADMINO		ENCLOSURES RECEIVED None	
SUBJECT Centralized Scoring of CT Examinations and Change in Schedules				
TICKLER DATE -----				

ROUTING						ROUTING					
DATE IN	DEPT. OR SECTION	ACTION* AS INDIC.	INITIAL	DATE OUT	RET. COPY	DATE IN	DEPT. OR SECTION	ACTION* AS INDIC.	INITIAL	DATE OUT	RET. COPY
2/16/___	ADMINO	I/R 2 copy	<i>[initials]</i>	2/17/___	<i>[initials]</i>						
2/17/___	TRA.	C									
	IBE	W/R 1 copy									

REMARKS

INSTRUCTION

IF RETENTION OF THE ATTACHED CORRESPONDENCE IS ANTICIPATED FOR A PERIOD IN EXCESS OF 30 DAYS, DETACH AND RETURN THIS ORIGINAL MAIL RECORD TO STATION MAIL ROOM.

Signature on original acknowledges retention of correspondence and/or copy(ies) as indicated.

*SYMBOL	ACTION TAKEN:
A - ACTION	Answered by: ser/mag _____
P - PREPARE REPLY	Date/DTG _____ Left Station _____
C - COMMENT	Via _____ For _____
R - RETAIN	
I - INFORMATION	
W - PRIMARY COGNIZANCE	

MAIL CONTROL NO. 3232 09NP0008

Figure 3-6. Route sheet.

STANDARD SUBJECT IDENTIFICATION NUMBERS

For the purpose of identification and filing, standard subject identification numbers classify Navy correspondence and directives under 13 major series groups. These major series groups are further subdivided by use of the last three digits in the major series.

The 13 major subject groups are subdivided into primary, secondary, and sometimes tertiary breakdowns.

Figure 3-8 is an example of an identifying symbol assigned to an instruction issued by the Office of the Secretary of the Navy.

Consecutive numbers are assigned to instructions having the same subject identification number to show

SYMBOL	INIT.	DATE
00		
01		
11		
02		
21		
22		
03		
31		

06NPO006

Figure 3-7.-Routing stamp

the order of issuance. For example, the subject number of contract financing is 7810. An originating office would assign numbers to the first, second, and third instructions which it issues on contract financing as follows: 7810.1, 7810.2, and 7810.3, respectively. The number 7810.1A indicates the first revision of the instruction 7810.1.

Notices are not assigned consecutive numbers when they are of a one-time nature or of brief duration. The subject identification number assigned as the file number of a letter is not assigned a consecutive number. The security classification of Confidential or Secret instructions and notices is indicated by prefixing the subject number by "C" for Confidential and by "S" for Secret.

Name-Title Subject Identification Codes

Name-title codes (alphabetic or alphanumeric codes) are provided for names and titles frequently used by the Department of the Navy. These codes may be used for classifying and filing documents by name or organizational designation except that they are not to be used in assigning subject numbers to directives. Included are symbols for fleet organizations, the United States Government, foreign

governments, commercial enterprises and firms; classes of personnel; types of naval activities; and official symbols for classes and types of aircraft, vessels, and guided missiles.

The first letter of the name or title code designates the larger organizational group, and the second or third letter designates a further breakdown of the larger group. For example, "NA" designates naval air stations. The "N" is for the Naval Shore Establishment and the "A" for air stations. An Arabic numeral added to the letter symbol further subdivides the code. For example: FF—Fleets, Forces, Types, Areas, and Sea Frontiers. FF1—U.S. Fleet, FF3—U.S. Task Fleets.

Fleets

File arrangement within any office depends upon the mission of the office and on the volume of its official correspondence. Normally, general correspondence is stored in metal file cabinets. This includes letters, and memorandums received or originated by the office.

Folders are used to keep correspondence orderly in the files. Standard file folders are available in two sizes, letter size (9 x 11-3/4 inches) and legal size (9 x 14-3/4 inches). The total number of folders and the appropriate primary, secondary, or tertiary subject identification numbers, or the name-title symbols, to be used are determined by the volume of written matter in each category to be filed. There may be no need to establish folders on some major series groups, while others may require several folders broken down to primary, secondary, or tertiary numbers. The subject identification numbers or name-title symbols should be printed on each folder.

The subject identification number placed on the correspondence by the originator assists in determining the correct folder in which to file the correspondence. This number, however, may not be appropriate for the particular office concerned, thereby requiring

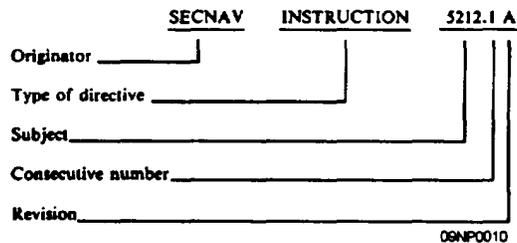


Figure 3-8.-Example of an identifying symbol assigned to an instruction.

reclassifying. The proper method of classifying a document for the purpose of selecting the appropriate file is to read it carefully and analyze it, considering the following factors:

1. The most important, definite, or concrete subject mentioned.
2. The purpose or general significance of the document.
3. The manner in which similar documents are requested by users of the files.
4. The subject identification code under which previous-documents of a similar nature are filed.

Directives are not placed in the general correspondence files except when copies of instructions and notices are attached to or interfile in such files when needed to complete a record or document. Instructions are filed in standard three-ring binders and are arranged as follows:

1. In numerical order of subject identification number.
2. By the originating office within each subject identification number.
3. By consecutive number (suffix number) for each originating office.

Notices are usually not filed because of their brief duration. Should recipients believe it necessary to file a notice temporarily, it may be interfile with instructions.

Messages are filed by the data/time group number. Normally, two files are maintained with one containing incoming messages and the other outgoing messages.

DISPOSITION OF CORRESPONDENCE AND RECORDS

Retention of obsolete and inactive correspondence and records is costly. Such correspondence and records should be destroyed or transferred in accordance with approved records disposal instructions. If this is not performed periodically, the volume of file space required becomes excessive and the files become unwieldy, thus inefficient. The destruction of records is governed by law, which requires authorization by proper authority. The authority for destruction of Navy records is contained in SECNAVINST 5215.5, *Disposal of Navy and Marine Corps Records*.

The provisions of SECNAVINST 5215.5 are normally amplified by the issuance of local instructions

outlining the procedures as they apply locally. The SK3 or SK2 should become familiar with these instructions. However, you should not take it upon yourself to determine the proper destruction or transfer of records not clearly defined in these instructions. This is the responsibility of senior petty officers, chiefs, or commissioned officers.

Local Disposition

Not all material in the files have a record characteristic. In fact, most printed matter found in the supply department general files fall in the category of nonrecord material. This includes documents that are copies of those filed in the ship's office or station administrative department or material accumulated in the process of producing records, but which never acquire a record characteristic themselves.

SECNAVINST 5212.5 (part II for shore stations and part III for ships) contains the retention standard for naval records. Record materials are listed by broad subject and the retention period is furnished. Nonrecord material may be destroyed locally as soon as it has served its purpose. Records material may be destroyed upon completion of the retention period.

Unclassified records or nonrecords materials authorized for destruction may be placed in wastebaskets and disposed of in the normal manner for trash. Classified matter authorized for destruction should be destroyed by burning in the presence of two designated witnesses. All persons witnessing the destruction of classified material must have security clearances at least as high as the category of material being destroyed. Classified matter may also be destroyed by pulping, provided destruction of the classified material is complete and reconstruction impossible.

TRANSFER TO FEDERAL RECORDS CENTERS

Federal Records Centers have been established by the General Services Administration in various locations throughout the United States. Activities are authorized to transfer records to Federal Records Centers under certain conditions, including the following:

1. When the records are specifically designated in SECNAVINST 5215.5 for periodic transfer.
2. When the records are designated in SECNAVINST 5212.5 for permanent or

indefinite retention and they have served the activity's immediate reference needs.

3. When the retention period of records of a disestablished activity has not expired and the records are not required either by the cognizant bureau or office or by an activity assuming responsibility for functions of the disestablished activity.
4. When records have a retention period of more than 4 years.
5. When records are inactive and are not required for local operating purposes, provided it is determined that savings can be effected by the transfer.

OFFICE PROCEDURES AND BEHAVIOR

Your contribution toward good human relations in your office is fully as important as what you do about physical conditions. At this point in your career your personal influence is expanding. Once you become a petty officer, you are not only responsible for yourself but are also expected to exhibit qualities of leadership.

KNOWING YOUR OFFICE

When you begin work in a new billet, one of your first jobs is to learn as much as possible about the organization in which you work. You should learn the purpose for which your office exists and the duties it performs. Then you should study the office organization and the chain of command. This textbook will help you by furnishing general information about various types of offices to which you maybe assigned, but there will always be more to learn when you actually arrive at each new duty station.

After you understand the functions of your office, you will see how your own duties fit into these functions. This knowledge will make your work more interesting to you. Those files, for instance, that you thought so dull, take on new interest when you know to make use of the information they contain.

Those personnel who are now chiefs got there by looking beyond their own jobs. You should know the name and grade or rate of every member of your office, and the manner in which signing officials sign their names. You should also learn what part of the office operation each person performs and how each person's work contributes to general office functions.

BEYOND YOUR OFFICE

The next step is to see your office as part of a huge plan. You can look at any office to which you may be assigned in two ways. One as a part of your own ship or station. The other as a part of a broad program operating through offices like yours in all ships and stations, throughout the Navy,

Thinking of your office in its relation to your ship or station, you should study the ship or station organization. You should also study the names, titles, and grades of those above your office in the chain of command. You should know which other offices are closely related to yours in their duties.

To understand the Navywide program of which you are a part, study the publications related to your work. Learn what reports are due and in what form. Remember what you read in chapter 1 of this course about various aspects of a Storekeeper's work. To which of these does your billet belong? How is it related to others?

CHAPTER 4

MATERIAL IDENTIFICATION

This chapter discusses what is meant by material identification. Why it is necessary. The way material is identified, and the tools that are available for you to use in identifying material. The problem of material identification is not peculiar to the Navy nor to the military. You probably have had occasion to purchase a part for your car or for an appliance or to use a mail order catalog. These items were all identified by a catalog or part number. This is the material identification system used by that manufacturer or supplier. They use it for the same reason the Navy does. It is a brief, accurate means of identifying one specific item of material. Each company develops a system to meet its own needs.

There are over four million supply items in the Department of Defense (DOD) Supply System. The Navy Supply System alone stocks over one million items. When requisitioning a specific item from a supply activity, you must use the common language that has been developed to accurately identify the item. This tool is known as the Federal Supply Catalog System.

FEDERAL CATALOG SYSTEM

The Defense Logistics Agency (DLA), administers the Federal Catalog System. This includes naming, describing, classifying, and numbering of all the items carried under centralized inventory control of the Federal Government. The publication of related identification data is also part of this task. The Federal Catalog System also is used by North Atlantic Treaty Organization (NATO) countries.

FEDERAL SUPPLY CLASSIFICATION SYSTEM

The Federal Supply Classification (FSC) system is designed to classify all items of supply used by the Federal Government. Each item of supply is classified in one, and only one, four-digit Federal supply class. The first two digits denote the group or major division of commodities the last two digits denote the class or subdivision of commodities within a group. As presently established, the FSC consists of 76 groups (some currently unassigned). These stock groups cover rather broad categories of material. Therefore, they are

subdivided into classes. There are approximately 600 classes assigned to the 76 groups.

The number of classes within each group vary. Each class covers a particular area of commodities, in accordance with their physical or performance characteristics, or based on the fact that the items in the class are usually requisitioned or issued together. You will learn the frequently used classes within the groups by using them. Examples of how the classes are used to divide types of material as shown in figure 4-1.

Together, the stock group and class are known as the FSC.

The Defense Logistics Agency Cataloging Handbooks, H2-1, H2-2, and H2-3 contain a complete listing of assigned federal supply classification classes.

You will notice that the Federal supply groups starts with group 10. The Navy uses the groups 01 through 09 for forms and publications which are not included in the Federal Catalog System.

NATIONAL STOCK NUMBER

The national stock number (NSN) for an item of supply consists of a four digit FSC group and class, and

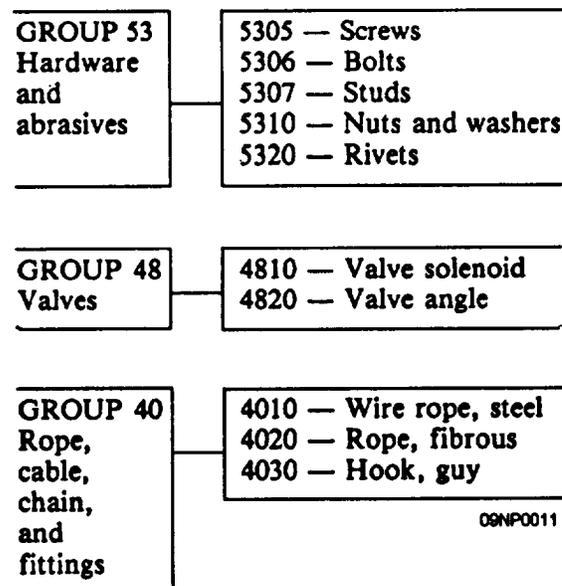


Figure 4-1.-Classes of material within stock groups.

a nine-digit national item identification number (NIIN). The NIIN consists of a two-digit national edification bureau (NCB) code (which will be discussed separately) and seven digits which in conjunction with the NCB code, uniquely identify each NSN item in the Federal supply distribution system. Figure 4-2 shows the elements of an NSN in the order they are written.

Cognizance Symbol

A two-part cognizance symbol is used by the Navy to provide supply management information. There are 94 cognizance symbols currently in use. The majority of stock transactions aboard ship use cognizance symbols 1H, 9C, 9G, 9N, 9Q, and 9Z. The first part is a single number that tells in what the stores account the material is carried in the supply system. Briefly, the numerical part of the cognizance symbol indicates the following:

- | | |
|---------|--|
| 1,3,5,7 | Material is held in the Navy Stock Account (NSA). When this material is issued, it must be paid for by the requisitioner. |
| 9 | Material purchased by the Defense Stock Fund and held in NSA. When this material is issued, it must be paid for by the requisitioner. |
| 2,4,6,8 | Material held in the Appropriations Purchases Account or nonstores account. This material is issued without charge to the requisitioner. |

The second part of the cognizance symbol is a single-letter code that designates the inventory manager or inventory control point (ICP) that has cognizance, or control, of the material. These inventory managers may be Navy or Defense activities.

Material Control Code

The material control code (MCC) is a single letter code assigned by the inventory manager to indicate the rate of usage or to designate those items having special reporting and/or control requirements. The MCC is discussed further in the latter part of this chapter.

National Codification Bureau (NCB) Code

An NCB code is a two-digit code which is included as the fifth and sixth digits of an NSN or a NATO stock

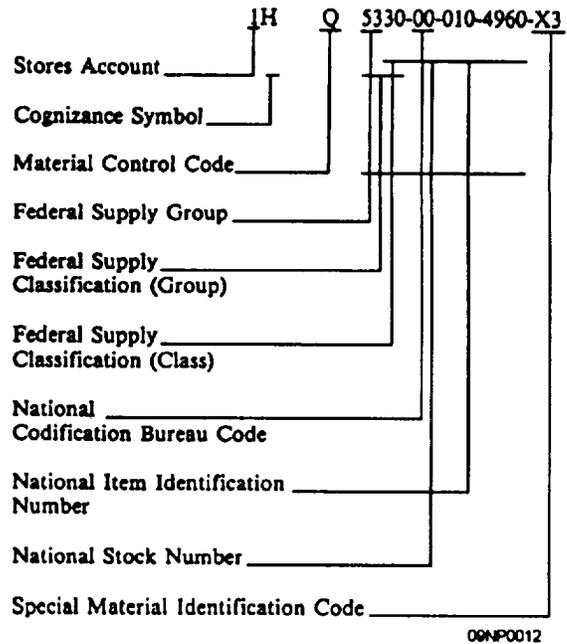


Figure 4-2. National stock number for an Item of supply.

number. It identifies the country that assigned the stock number or it indicates that the stock number is used by two or more countries. The NCB codes currently assigned are listed in the NAVSUP P485.

National Item Identification Number

The national item identification number (NIIN) is a nine-digit number which identifies each item of supply used by the DOD. The NIIN indexes or relates to identification data information which makes it different from every other item. The amount and type of identification data depends on the item and its intended use. Although the NIIN is part of the NSN, it is used to independently identify an item. Except for identification lists, most Federal supply catalogs are arranged in NIIN order.

Stock records are also maintained in NIIN order as are load lists and consolidated allowance lists.

Navy Item Control Numbers

Items of material that are not included in the Federal Catalog System, but stocked or monitored by the Navy Supply System, are identified by Navy item control numbers (NICNs). NICNs are 13-character item identification numbers. They are assigned by ICPs or other Navy item managers for permanent or temporary control of selected non-NSN items under their

cognizance. The NAVSUP P485 covers NICNs in detail.

Local Item Control Number

Local item control numbers (LICN) may be assigned to shipboard stocked consumable items which are not identified by an NSN, a NATO stock number, or another type of NICN. An LICN consists of 13 characters. The first four numbers correspond to the FSC of similar NSN items, the fifth and sixth (NCB code area) are “LL,” and the remaining seven are all numbers. (See figure 4-3.)

Locally assigned item control numbers are authorized for local use only (i.e., for shipboard stock records, locator records, bin tags, issue documents, etc.). They are not used for requisitions since they would be meaningless to the supply source.

Special Material Identification Code

Special material identification code (SMIC) is a two-position alpha or alphanumeric code assigned by the Commander, Naval Supply Systems Command to NSN items which require:

- Source of quality control
- Technical design or configuration control
- Special controls for procurement, receipt, inspections, test, storage, and issue

Appendix 9L of the NAVSUP P485 lists the current authorized SMICs. These codes are shown in the Management List-Navy (ML-N) in the column headed “Material Management Code (MMC),” and are considered supplemental to the NSN. When an SMIC is assigned to an NSN item, the SMIC will be suffixed to the NSN in all supply documents and records.

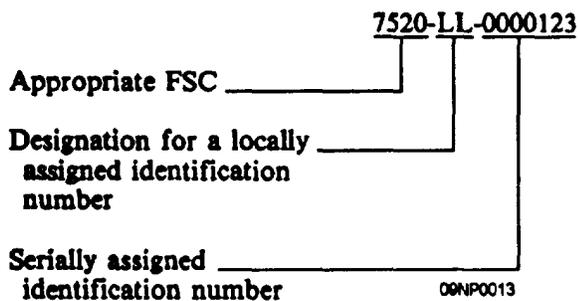


Figure 4-3.—Local Item control number.

Technical Manual Identification Numbering System (TMINS)

The TMINS is a plan for classifying, indexing, and numbering Navy technical manuals to encourage standardization and modernization. The 13-character number, patterned after the 13-digit national stock number, serves both as the technical manual identification number and as the number used to requisition a particular technical manual. TMINS numbers are authorized for use on DD Forms 1348 or message requisitions in DD Form 1348 form at using RIC A04 or A0D, as appropriate. See NAVSUP P-485 and NAVMATINST. 4160.1 for further information on the TMINS.

IDENTIFICATION ABOARD SHIP

You should be able to identify both the material in your ships storerooms and the material requirements of your ship. You do this by converting item nomenclature or description into NSNs assigned in the Federal Catalog System.

All items of stock must be recorded on stock record cards. Any action which affects the quantity or value of that stock must also be recorded. For this reason, all stock transactions, receipts, and expenditures use NSNs to make sure they are posted to the right stock card. If you use the wrong NSN to requisition material for the ship, you will probably receive an item that the ship cannot use. Not only will the ship have spent its money uselessly, but an item that may be urgently needed by another ship or station will not be available. There is also the additional delay of waiting for the right item material to be ordered and received.

When taking inventory in a storeroom, you must use the right NSN or the count may be posted to the wrong stock card. To help prevent errors in inventory and issues, all stock in the storerooms should be marked with the right NSN. To do this you should:

- Place a stock tag on the front of the bin or drawer if it contains only one type of material.
- Fasten a stock tag to the item.
- Write the NSN on the item with marking pen or other permanent marking. It only takes a short time to mark stock properly when it is inventoried or received. It can save you a lot of time later on.

TERMS

It is important to have a clear understanding of the terms used in the material identification process. The following terms are used in this process:

MATERIAL—refers to supplies, repair parts, equipment, and equipage used in the Navy.

EQUIPMENT—any functional unit of hull, mechanical, electrical, ordnance, or electronic-type material, It operated by itself or as a component of a system or subsystem. Equipment is identified by a component identification number (CID), numerical control code (NCC), allowance parts list (APL), or similar designation.

SUPPORT EQUIPMENT—is equipment such as test equipment, fixtures, hand tools, etc., required for the maintenance, assembly, disassembly, overhaul, repair, and test or check of an end item of equipment.

EQUIPMENT DIVISION—The standard terms that describe the breakdown of electrical, electronic, mechanical, pneumatic, and hydraulic military equipment. They are explained as follows

- **Part**—one or more pieces joined together. Normally, disassembly prevents them from being used as designed (e.g., outer front wheel bearing of a truck, an electron tube, a composition resistor).
- **Subassembly**—is two or more parts which form a portion of an assembly or a unit that can be replaced as a whole. It may have a part or parts that can be individually replaced (e.g., gun mount stand, window sash, recoil mechanism, floating piston, telephone dial, terminal bead with mounted parts).
- **Assembly**—a number of parts, subassemblies or any combination, joined together to perform a specific function (e.g., power shovel front, fan assembly, audiofrequency amplifier). The distinction between an assembly and a subassembly is not always exact. An assembly in one instance maybe a subassembly in another (i.e., when it forms a portion of an assembly).
- **Unit**—an assembly or any combination of parts, subassemblies, and assemblies mounted together, normally capable of independent operation in a variety of situations (e.g., hydraulic jack, electric motor, electronic power supply, internal combustion engine, electric generator, radio receiver). The size of an item is

a consideration in some cases. An electric motor for a clock may be considered as a unit, because it is not normally disassembled.

- **Group**—a collection of units, assemblies, or subassemblies which is a subdivision of a set or system. It is not capable of performing a complete operational function (e.g., antenna group, indicator group).

EQUIPAGE—items which require management control afloat because of one or more of the following factors:

- High unit cost
- Vulnerability to pilferage
- Essential to the ship's mission

Equipage does not include installed mechanical, electrical, ordnance, or electronic equipments, components, or systems. Equipage items are usually identifiable to an end-use application aboard a ship. Allowed quantities of the item are determined on an individual ship basis. Chargeable items of equipage are identified in procurement, receipt, and consumption documents by the letter "E" in the second position of the applicable fund code. (See NAVSO P-3013.)

- **Controlled Equipage**—to those items of equipage that require special management control because the material is:
 1. essential for the protection of life, or
 2. relatively valuable and easily convertible to personal use.

Controlled equipage (e.g., life preservers, gas masks, binoculars, and firearms) is usually carried on board in allowance quantities only, and require special inventory control in accordance with NAVSUP P-485.

- **Equipment and Equipage Replacements Funded by a Type Commander as Controlled Equipage**—durable, high priced, and essential items of equipment and equipage not designated as controlled equipage. These are normally replaced during a ship's regular overhaul only. Replacement of such items as anchors, shots of chain, chain stoppers, binnacles, pelorus, and laundry equipment during a regular overhaul, are chargeable to overhaul funds. If replacement of these items is required between overhauls an OPTAR augmentation is normally requested from the type commander.

REPAIR PART—any item, including modules and consumable-type materials, which has an equipment

application and appears in an APL, stock number sequence list (SNSL), integrated stock list (ML), Naval Ship Systems Command drawings, or a manufacturer's handbook. Section A of Part III of the COSAL (SNSL of storeroom items) lists equipment-related consumable and repair parts normally stocked by the supply department. Any item in Section A is considered a repair part.

CONSUMABLE—administrative and housekeeping items, common tools, paints, cognizance symbol 11 forms, or any other items not specifically defined as equipment or repair parts. Materials such as general-purpose hardware, metals, lumber, and lubricating oil also are considered to be consumable in procurement transactions. But, they are to be treated as repair parts in shipboard issue transactions when the material is to be used to accomplish maintenance actions.

REPAIRABLE— a component or part designated by the cognizant inventory manager as an item which can be economically repaired when it becomes unserviceable. Repairable items are identified by material control code (MCC) D, E, G, H, Q, or X. MCC D items may be disposed of locally when they become unserviceable and cannot be repaired (by an organizational or intermediate maintenance activity. MCC E, G, H, Q, and X items are mandatory turn-in repairable. These items must be transferred to a designated depot level repair facility collection point (see indicated in the Master Repairable Item List (MRIL)) when they become unserviceable and cannot be locally repaired. (See NAVSUP P-485, for more information.)

CIRCUIT SYMBOL— used for electronic equipment in the same way that part numbers, drawing numbers, etc., are used for other equipment. Most circuit symbol numbers are cross-referenced in the APLs to an NSN for the particular part required.

END ITEM— a combination of products, component parts, and/or materials that are ready for final intended use. It is an equipment of one of its major subdivisions.

ARTICLE—a collection of items within a class (e.g., ensign, all nations or hats, white all sires).

ITEM— each size or color, of an article (e.g., ensign U.S. No. 7).

REPLACEMENT ITEM— an item supplied as a spare or repair part in place of the original part. Replacement items are not necessary interchangeable

with the items they replace. They may be of better quality or may have greater capacity. Replacement items are not substitutes because they are supplied on a continuing basis.

MAKE ITEM— an item that is made from raw or bulk stock or by modifying other stocked items. They are not procured for stock or issue in finished form. Make items are source coded “MF” or “MO” in the COSAL.

EQUIVALENT ITEM— an item similar to another item to the extent that its characteristics are in strict accordance with the specifications for the item it may replace. Repairable assemblies are equivalent only if their “purchased repair parts” and performance are also equivalent. “Purchased repair parts” are limited to those items of a design peculiar to the repairable assembly concerned.

INTERCHANGEABLE ITEM— a nonequivalent item used in place of another item in all application

SUBSTITUTE ITEM— an item authorized for one-time use in place of another item, based on a specific application and request. Equivalent or interchangeable items are not included in the term “substitute items.” No substitute will be used that might adversely affect any of the following:

1. Safety of flight (considering all primary structure and equipment);
2. Efficient performance of any aircraft, engine, accessory, or equipment;
3. Manufacturer's guarantee or warranty; or
4. Delicate, sensitive, or critical assemblies, or those subject to environmental condition, high speed, or high loads.

The authority for a substitute is automatically canceled as soon as a substitution is made. Additional requests for the same substitute item must be considered separately and entirely on the merits which justify its preference.

ACCESSORY— a part, subassembly, or assembly designed for use in conjunction with or to supplement another assembly, unit, or set. It contributes to the effectiveness of the accessory without extending or varying the basic function of the assembly or set. An accessory may be used for testing, adjusting, or calibrating purpose (e.g., test instrument, recording camera for radar set, headphones, emergency power Supply).

ATTACHMENT— to a part, assembly, or subassembly, designed to be used with another assembly, unit, or set. It contributes to the effectiveness of the attachment by extending or varying the basic function of the assembly, unit, or set (e.g., hoisting attachment on a truck, milling attachment for a lathe).

MAJOR COMPONENT— an item supported by an APL, but used in a larger item, such as an equipment. For example, the meat slicer in the enlisted dining facility is an equipment which is supported by an APL, and contains two components, the drive motor and the starter motor, both supported by individual APLs.

MAJOR UNIT OR COMPONENT— a component or segment of an equipment. For example, a radar set may have several major units, among them an amplifier, tuner, antenna pedestal, etc.

ALTERNATE NUMBER— a type of reference number. Identification to an NSN is made normally by use of a primary reference number. Additional numbers that can be used to determine an NSN, such as manufacturers' part numbers, drawing and piece numbers, are referred to as alternate numbers.

REFERENCE NUMBER— any number other than the current stock number, or circuit symbol in electronic equipments, used to identify a part. The most important reference numbers are manufacturers' part numbers. Superseded stock numbers are also a type of reference number. Reference numbers are used in the Master Cross-Reference List (MCRL) and Coordinated Shipboard Allowance List (COSAL) to determine the NSN.

COMMON ITEM— an item of standard design, application, and specification normally procurable from several manufacturers or suppliers, or available from only one manufacturer but with wide usage. Also an item that may have multiple applications.

PRESENTATION SILVER— gifts of silver (a single item or a group of items) occasionally received by U.S. Navy ships from states, municipalities, organizations, individuals, or other sources. (See NAVSUP P485.)

STOCK MEASUREMENT

Accurate measurement of stock is very important. When identifying either material or requirements, you should consult the stock list to be sure you are making the right measurements accurately. For most purposes, a steel measuring tape is accurate enough. For lightweight sheet metal or wire, a wire and thickness

gauge is necessary. Stock identification lists contain tables for converting gauge to decimal or fractional parts of an inch.

SYMBOLS AND MARKINGS

As an aid to identification and as a safety precaution, many items are marked by symbols, codes, and serial numbers.

SYMBOLS

In addition to the NSN, symbols and color codes are used on certain metal products, and compressed gas cylinders. These are used primarily by technicians to quickly identify these products and by you for storage purposes. In ordering and expending, the NSN should be used.

Metal Products

Marking of iron and steel (ferrous) and other metal (nonferrous) products is covered by FEDSTD-1836, which provides for continuous marking.

The term "continuous identification marking" means that the marking appears at set intervals on a piece of stock. It is put on with a heavy ink, similar to paint. When a piece of bar stock is cut, each piece should carry the proper identification. The markings must give: (1) the producer's name or registered trademark, and (2) the commercial designation of the material.

Marking terms for the various commercial designations are found in FED-STD- 1836.

Some iron and steel products are not included in the continuous identification marking system outlined in FED-STD-1836. Required markings for these products are included in the material specifications. For example, boiler tubes are not marked continuously, but Navy specifications covering boiler tubes usually require that tubes of a certain size be marked at each end. Smaller tubes than those covered in the specifications may be bundled and tagged. NAVSUP P485 and FED-STD-1836 contain information on how and where these markings must appear on various metal products.

Compressed Gas Cylinders

A common color code for compressed gas cylinders is published in MIL-STD-101 and NAVSUP P-485 to provide a visual warning to supplement the

identification or title lettered on the cylinders, facilitate the segregation of these cylinders at depots, and promote greater safety.

Cylinders are color coded as a visual aid in identifying the gas contained therein. However, complete dependence for identification should not be placed upon the color coding. Positive identification of each gas depends upon the stenciled name and color code of the cylinder and the indented name on the valve body. (See figure 4-4.)

NUMERICAL MARKINGS

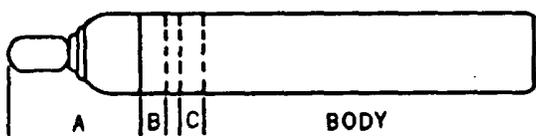
To facilitate identification, certain technical material may bear numerical markings assigned either

by direction of the responsible command or by the manufacturer. These numbers are used in maintaining records on the material and appear on all vouchers, records, custody cards, and survey reports.

Manufacturers Serial Numbers

Manufacturers' serial numbers may be etched on the material or in case of portable and installed equipment may be attached to the equipment by nameplates. Information usually included on nameplates includes the manufacturer's name, make or model number, serial number, size, and voltage.

COLOR IDENTIFICATION



TYPE OF GAS	COLOR MARKINGS			
	A	B	C	BODY
Acetylene	Yellow	Yellow	Yellow	Yellow
Air (Oil-pumped)	Black	Green	Green	Black
Air (Water-pumped)	Black	Green	Black	Black
Ammonia	Brown	Yellow	Orange	Orange
Argon (Oil-pumped)	Gray	White	White	Gray
Argon (Water-pumped)	Gray	White	Gray	Gray
Argon-Oxygen	Gray	Green	Gray	Gray
Butane	Yellow	Orange	Yellow	Yellow
Butane-Propane mixture	Yellow	Orange	Yellow	Yellow
Carbon Dioxide	Gray	Gray	Gray	Gray
Carbon Dioxide (Fire only)	Red	Red	Red	Red
Chlorine	Brown	Brown	Brown	Brown
Dichlorodifluoromethane (Freon 12)	Orange	Orange	Orange	Orange
Dichlorotetrafluoroethane (Freon 114)	Orange	Orange	Orange	Orange
Ethylene Oxide	Yellow	Blue	Buff	Buff
Ethylene Oxide-Carbon Dioxide (Carboxide)	Buff	Blue	Buff	Buff
Helium (Oil free)	Buff	Gray	Gray	Gray
Helium (Oil pumped)	Gray	Orange	Gray	Gray
Hydrogen	Yellow	Black	Yellow	Yellow
Monobromotrifluoromethane (Fire only)	Red	White	Gray	Red
Monochlorodifluoromethane (Freon 22)	Orange	Orange	Orange	Orange
Nitrogen (Oil pumped)	Gray	Black	Gray	Gray
Nitrogen (Water pumped)	Gray	Black	Black	Gray
Oxygen (Medical)	White	Green	Green	Green
Oxygen, Aviator's Breathing	Green	White	Green	Green
Oxygen, Technical	Green	Green	Green	Green
Oxygen-Nitrogen	Black	White	Green	Green
Propane	Yellow	Orange	Yellow	Yellow

OSNP0014

Figure 4-4.—Color codes for compressed gas cylinders.

Other Numbers

DRAWING NUMBERS—Certain technical materials are identified by a drawing or sketch number assigned by the controlling bureau or systems command or by the manufacturer, and must appear on all requisitions when a stock number is not assigned.

JCEC NOMENCLATURE—some items of electronic equipment are identified by Joint Communications Electronics Committee (JCEC) nomenclature (AN/UYK-5(V)) or Navy type (R-390A/URR) or model number (MK 9 MOD 2) as well as stock and serial number. In addition, major units of fire control radar equipment are identified by mark and modification numbers.

MARK AND MODIFICATION NUMBER—Ordnance material usually is given a mark and modification number, a drawing number, and a piece number. These serve to identify the part and facilitate reference to ordnance publications. Ordnance equipment may also be serially numbered, giving individual identify to units that are physically alike. This number is stamped on certain ordnance equipment, such as a rifle or pistol to facilitate identification of the manufacturer and to place responsibility for custody.

TOOLS OF IDENTIFICATION

So far you have studied the need for classifying material, how material is classified, how the NSN is constructed, how the NSN is used to classify material, the types of material used in the Navy, and the various markings used in identification.

The classification of material as to type is important because of the method used in accounting for ship's money. This is discussed later in this TRAMAN.

Material identification does not end with the assignment of a stock number. The customers of the supply system need some means of identifying their requirements with the stock numbers assigned to them, and of determining the authorized quantities to carry on hand. Identification of these requirements may be determined by using the following lists:

- Management List-Navy-provides current data for requisitioning purposes (unit/issue/price, etc.).
- Allowance Lists—contain the items authorized, and recommended quantities that should be on hand and provide descriptive data which associate a material requirement to an NSN.

- Load Lists-reflect the range and depth of material carried by Combat Logistics Forces (CLF) ships (including tenders and repairships), or bases to fulfill assigned supply support of fleet units.

INTRODUCTION TO FEDERAL SUPPLY CATALOGS AND RELATED PUBLICATIONS (NAVSUP P-4000)

All Storekeepers should become proficient in the use of the *Introduction to Federal Supply Catalogs and Related Publications* (NAVSUP P-4000) because it presents a consolidated text of the features and guidelines for use of various Federal Catalog System and Naval Supply Systems Command (NAVSUP) publications. It also presents instructions which disseminate information relative to items within the Navy Supply System and indicates the interrelationship of the various publications.

Complete and accurate management data must be available for requisitioning purposes and for effective financial and inventory control of material. The Management List-Navy (ML-N) provides the basic management data. Related publications supplement the ML-N by providing additional management data or by consolidating certain information for reference purposes.

The ML-N and related publications are described in detail in individual chapters of the NAVSUP P-4000. Publications covered by this "Introduction" presents data using the format of the national stock number (NSN) and the national item identification number (NIIN). The short descriptions of what is contained in each publication should be used as a first step in obtaining required material identification and management data.

The NAVSUP P-4000 is published by the Navy Fleet Material Support Office. This publication is not maintained on a fixed schedule. However, it is updated by change notices when required, or republished when the content is revised significantly.

MANAGEMENT LIST-NAVY

The Management List-Navy (ML-N) is the basic publication relating to NSN management data. It is published in NIIN sequence and includes only items for which Navy interest has been recorded. Ammunition items are included, but the *Catalog of Navy Ammunition Stock*, NAVSEA OD 12067/NAVAIR 11-1-116, is still essential for ordering and reporting.

The ML-N omits subsistence items. The source for subsistence is the book edition of the *Federal Catalog for Subsistence* compiled by the Defense Personnel Support Center. It also omits cryptographic/cryptologic and Defense Nuclear items which are listed in security classified catalogs produced by the respective DOD agencies.

The ML-N is a Navy-tailored publication; therefore, many NSNs may be found in the MCRL that are not in the ML-N. If the item being researched is not found in the ML-N (including deleted items) and a continuing requirement exists, the using activity must take the necessary action to establish Navy interest. The format of the ML-N is illustrated in figure 4-5.

For definitions and explanations of the various codes and information found in the columns of the ML-N, refer to the *Introduction to Federal Supply Catalogs and Related Publications*, NAVSUP P-4000.

RELATED PUBLICATIONS

The Fleet Material Support Office publishes related publications that supplement the ML-N by providing additional management data and by consolidating certain information for reference purposes. The following are brief descriptions of these related publications.

MASTER CROSS-REFERENCE LIST (MCRL)

The MCRL published on microfiche provides cross-reference information from reference numbers to NSNs (Part 1) and from NSN to reference number (Part II), to assist in identifying items in the supply system. (Refer to figure 4-6.)

The MCRL is a consolidated publication and includes items of supply which are used by all services; therefore, many NSNs will be listed in the MCRL which are not listed in the ML-N.

Part I of the MCRL is printed in reference number sequence. Reference numbers are sequenced alphanumerical.

You should remember that when looking up a reference number, several methods of representing the number may be used. Different arrangements of the reference number should be tried before deciding that an item it is no longer listed. For example:

- 137 BCA 123 B
- 137#BCA/123-B
- 137-BCA-123-B
- 137 BCA-123B
- 137BCA123B

ACTION CODE		NATIONAL STOCK NUMBER		SOURCE OF SUPPLY		ACQUISITION ADVICE CODE		QUANTITY PER UNIT PACK		LIMIT OF ISSUE		SHELF LIFE CODE		SECURITY CLASSIFICATION CODE		REPAIRABILITY CODE		COGNIZANCE SYMBOL		MATERIAL MANAGEMENT CODE		ISSUE, REPAIR AND/OR REQUISITION RESTRICTION CODE		SPECIAL MATERIAL CODE		DEMULTIPLICATION CODE		PHRASE CODE	
A C T	NSN	SOS	A A C	A C P	UI	UNIT PRICE	S L C	S E C	R	MCD-NAVY						D M L	ITEM NAME	P C	PHRASE STATEMENT										
										CS	MMC	IR	RRC	SMCC															

09NP0015

Figure 4-5. Management List Navy (ML-N).

MCRL PART I			
REF. NO.	FSCM	RNVC	NSN
55599	62983	2	4320-00-057-0782
556	24161	2	3030-00-269-9669
556-012-001	16665	2	5950-00-237-7237
556-1137	46859	2	5841-00-323-0747
556-1182	46859	2	5365-00-323-0749
556-2332	46859	2	5305-00-433-9273
556-35-1246FW160P			
2	01351	2	3020-00-967-4607
556-3541	46859	2	5365-00-514-0363
556-3541-1	46859	2	5365-00-200-5226

MCRL PART II			
NSN	REF. NO.	FSCM	RNVC
4320-00-057-0782	55599	62983	2
5365-00-200-5226	556-3541-1	46859	2
5950-00-237-7237	556-012-001	16665	2
3030-00-269-9669	556	24161	2
5841-00-323-0747	556-1137	46859	2
5841-00-323-0749	556-1182	46859	2
5305-00-433-9273	556-2332	46859	2
5365-00-514-0363	556-3541	46859	2
3020-00-967-4607	556-35-1246FW160P		
	2	01351	2

Figure 4-6.—Master Cross-Reference List (MCRL), Parts I and II.

Reference numbers having too many characters to permit complete listing on one line in the 16-character field are considered long reference numbers and are continued, indented one space, on the next line or lines.

Since January 1980, seven basic elements of information were included in the MCRL. Each microfiche includes two similar sets of data. The information is presented as follows

- Reference Number—A number, other than an activity stock number, used to identify an item of production.
- Commercial and Government Entity—The applicable manufacturers assigned five-digit code as listed in the cataloging Handbook H4-2.
- National Stock Number—The NSN assigned to the reference number.

Reference Number Variation Code—A code indicating whether the reference number is item identifying or requires additional data to correctly identify the item of supply.

Reference Number Category Code—A code that designates the relationship of a reference number to the item of supply.

Description Available—Description available/not available.

Item Name—Nomenclature of the item.

For a more complete description of the above titles and their codes, refer to the NAVSUP P-4000.

LIST OF ITEMS REQUIRING SPECIAL HANDLING (LIRSH)

The LIRSH is published to identify items which require special handling. This is a reference publication

used in conjunction with other publications, such as the MRIL and/or *Hazardous Material Information Systems* (HMIS).

Items are listed in NIIN sequence. Each microfiche is arranged, as shown below. Blanks indicate that a specific code is not applicable to the NSN.

- Cog—The cognizance code assigned to the NSN.
- MCC—The material control code assigned to the NSN.
- FSC—The Federal supply class assigned to the item.
- NIIN—The national item identification number.
- SMIC—The special material identification code.
- REP—The repairable material code.
- SCC—The security classification code.
- SL—The shelf-life code.
- SLA—The shelf-life action code.
- HZD—The hazardous material identification/ classification code.

In addition the following categories of items requiring special handling are contained in the LIRSH:

- Repairable Items—Refer to NAVSUP P-4107, Master Repairable Item List (MRIL), for turn-in instructions.
- Shelf Life—Items determined by the inventory manager to be deteriorative in nature.
- Physical Security Code Item—refer to OPNAVINST 5510.1C for special handling instructions. (other than unclassified SCC “U” items.)
- Hazardous Items—Refer to DOD 6050.5L and LR, HMIS, for labeling and storage requirements.

The codes and definitions for data printed in the LIRSH are listed in the NAVSUP P-4000.

MASTER REPAIRABLE ITEM LIST (MRIL)

The MRIL is a catalog of Navy-managed repairable items. The primary purpose of the MRIL is to provide fleet activities the data required for disposition of NRFI (Not Ready for Issue) repairables, including repair level data, shipping data, or, when applicable, local disposal instructions. In addition, other selected management

data is provided. The MRIL is with the instructions listed below. When preparing repairable for retrograde shipment for:

- SHIPS—follow the instructions for documentation, marking, tagging and transfer/shipment found in NAVSUP P-485. Guidance for protecting and packaging repairables for shipment is found in NAVSUP P-484.
- STRATEGIC SYSTEMS PROJECT OFFICE COGNIZANCE MATERIAL—This includes Cognizance Codes 6A, 6H, 8H, 2P, 4P, 6P, 8P, 2X, 4X, 6X, and 8X. FLEET Ballistic Missile (FBM) activities will process FBM repairable in accordance with the FBM Master Repair List (MRL) as specified in SPCCINST 4423.39 series. These are the FBM Weapon System Repairable Program Requirements and Procedures. Non-FBM activities should prepare invoices and ship these materials in accordance with the instructions contained in the MRIL.

References to applicable instructions for shore activities and foreign governments when preparing repairables for retrograde shipment are contained in the NAVSUP P-4000.

The MRIL is divided into two parts:

Part I—Listing of Items: Contains NSNs and NICNs of repairable items, and aircraft engine type/mode/series identifiers, and information needed to make repair/turn-in determinations on repairable and aircraft engines. Items in this part are listed in the following sequence: (1) NICNs in NIIN sequence, (2) NSNs in NIIN sequence, and (3) engine models in alphanumeric sequence. (See figure 4-7.)

Part II—Shipping Addresses: Contains addresses of designated overhaul points (DOPs) including contractors, and other indicated destination for all items listed in Part 1. Addressees are listed in shipping code sequence. (See figure 4-8.)

How to Use the MRIL

IF THE NATIONAL STOCK NUMBER IS NOT KNOWN. Look up the part number/reference number in the MCRL. If part number appears more than once, refer to CAGE (using Cataloging Handbook H4-2) to determine the manufacturer. Once the right part number has been found, the NIIN can be determined. Using the NIIN, refer to Part I for shipping instructions.

PART I—LISTING OF ITEMS

LONG SUPPLY IND.	SCHED REMOVAL COMP CARD CODE	COG SYMBOL/ MAT'L CONTROL CODE	NATIONAL STOCK NUMBER/ NAVY ITEM CONTROL NUMBER	SPEC. MAT'L IDENT CODE	REPAIR LEVEL CODE	SECUR- ITY CLASS	SHIP- PING CODE	MOVEMENT PRIORITY DESIGNA- TOR	NOTES	
L S I	S R C	C O G	M C C	NSN/NICN	SMIC	R L C	S E C	SHIPG CODE	M P D	NOTES
•	Y	7E	H	1325-LL-HDZ-0925	D	U	N00163	13		
		2R	H	1560-00-076-4591	GT	I	U	W20203	13	WISSA
		2R	H	1630-00-085-2625	LC	I	U	W20243	13	DMISA
	Y	2R	H	6610-00-086-1632	FZ	I	U	N00207	13	HI-BURNER
		2R	E	5865-00-100-7298	FE	I	U	C20079	13	CLAMP
•		2R	H	5865-00-117-4136	BA	I	U	XX	13	
		7H	H	1010-00-381-0658		D	U	N00189	13	CTNR 7835002
		6A	Q	4935-00-412-5854		D	U	N00612	06	SEE SP4423.39
	Y	7H	E	1440-00-421-4388		D	U	N00109	03	BLUESTRIPE
								N60701		FIRM ITEM REDSTRIPE

09NP0017

Figure 4-7.—Master Repairable Item List (MRIL), Part I.

PART II—SHIPPING ADDRESSES

SHIPPING CODE	SHIPPING INSTRUCTIONS	UNIT IDENTIFICATION CODE/FEDERAL SUP- PLY CODE FOR MANUFACT.
---------------	-----------------------	---

SHIPPING CODE	SHIPPING INSTRUCTIONS	UIC/FSCM
C44100	<p>SHIP TO: CDR DCASR NEW YORK C/O TREADWELL CORPORATION RAILROAD STREET THOMASTON, CONN 06787</p> <p>SPECIAL MARKINGS: FOR OVERHAUL AND REPAIR ON CONTRACT N00104-71A-0174</p>	Q81412

09NP0018

Figure 4-8.—Master Repairable Item List (MRIL), Part II.

IF THE NATIONAL STOCK NUMBER IS KNOWN. Refer directly to Part I for turn-in instructions.

USING PART I. Look over the entire line item entry noting such elements as Security Classification, and Notes. If the item has not been processed through art intermediate maintenance activity, note the repair maintenance code (RMC). If RMC is "O" (for Organizational) or "F," "G," "H," (for Intermediate),

take action to attempt local or intermediate repair as appropriate. (NOTE: Make sure that replacement requisitions are not submitted until local or intermediate repair efforts have been exhausted.) If the "Shipping Code" column shows a six-character shipping code, refer to Part II for shipping document marking instructions. If the "Shipping Code" column shows one of the special two-digit codes, take action as indicated.

HAZARDOUS MATERIAL INFORMATION SYSTEM

The HMIS (DOD 6050.5L and LR) provides information to assist users who handle hazardous materials in the performance of their jobs to minimize the risk. There is a wide range of data in the HMIS related to safety, health, packaging, labeling, transportation, and disposal of hazardous materials. HMIS also provides labeling and packing requirements, shipment, storage, and handling safety precautions as well as other characteristics of the items listed. The listing is separated into three sections as follows:

- Trade Name/Product Identity Cross Reference
- Part Number Cross Reference (PN XREF)
- Specification Number Reference (SPEC XREF)

NOTE: The HMIS mentioned above is in microfiche format and consists of two versions, The DOD 6050.5L contains nonproprietary information and DOD 6050.5LR contains both nonproprietary and proprietary information. The HMIS is also produced in Compact Disk format.

AFLOAT SHOPPING GUIDE (ASG)

The Afloat Shopping Guide, (NAVSUP P-4400) is designed to assist you in identifying NSN items most frequently requested by ships. It includes:

- a detailed description of each item,
- a specific code to designate items carried by combat logistics forces (CLF) ships,
- the stock numbers of substitute items, if any, and
- the specifications for illustrations or diagrams of many types of material. Refer to figure 4-9 for a sample page from the ASG.

IDENTIFICATION LISTS (ILs)

ILs provide descriptive and illustrative data used to identify or select items of supply. Data is provided only for active, descriptive-type items of supply which have at least one recoded user.

ILs are consolidated publications used by all services. Some NSNs identified in the ILs are not listed in the ML-N.

ILs are published by Federal Supply Class/Federal supply

Group. Each contains an introduction and specific instructions for its use.

Stock numbers for each IL are assigned by the Navy Publications and Forms Directorate, Philadelphia PA, and are included in the NAVSUP P-2002.

Each IL consists of at least two microfiche. The first fiche contains the:

- Catalog Identification frame
- Instructions for use
- Introduction
- Abbreviations
- Item Name Index

The second frame contains an NSN Index and the Identification Data consisting of Descriptive Method Items and Illustrations.

Each microfiche has an Index frame located in the lower right corner of the microfiche (frame 01 8). This frame will show the first NSN or Item Name on each frame of the microfiche. For the NSN Index, frame 018 will show the first NSN on each frame and for the Descriptive Section, the first Item Name.

Each microfiche is identified by a title printed across the top of the microfiche that can be used without a reader.

Distribution of ILs to afloat units, except for petroleum, medical, and subsistence items is restricted to load carrying ships and aircraft carriers. Requests from other ship classes for ILs excluded as above must be submitted via the appropriate type commander via SPCC.

NAVY ITEM CONTROL NUMBER TO NATIONAL ITEM IDENTIFICATION NUMBER, (NICN to NIIN)

The NICN to NIIN file is designed as a cross-reference to assist in the identification of those NICNs that which have assigned NSNs. This publication is distributed on microfiche only and sequenced by the last nine digits of the NICN as shown in figure 4-10.

NICNs are not included in the Navy Management Data File (NMDF) nor in the Management List-Navy (ML-N). However, a separate history file containing NICN to NIIN cross-reference is maintained at SPCC.



Specification Data-MIL-R-94

TYPE	TAPER	WATTS	BUSHING SIZE	SHAFT DIA.	BODY DIM.	FIG
RV2	A	1	3/8-32	1/4	.64 x .42	1
RV2	C	1/2	3/8-32	1/4	.64 x .42	1
RV4	A	2	3/8-32	1/4	.90 x .45	1
RV4	C, F	1	3/8-32	1/4	.90 x .45	1
RV5	A	1/2	1/4-32	1/8	.75 x .37	1
RV6	A	1/2	1/4-32	1/8	.50 x .37	2
RV6	C, F	1/4	1/4-32	1/8	.50 x .37	2

1 WATT

Locking bushing, 5/8 in. lg shaft.

Part No.	Ohms	Mil Type
00-815-5498	10K	RV2LAYSA

Standard bushing, 7/8 in. lg shaft.

Part No.	Ohms	Mil Type
00-835-8870	1.5K	AYSD152A
00-577-6803	10K	AYSD103A
00-964-6059*	10K	BYSD103A
00-853-0798	100K	AYSD104A

*With SPST switch.

2 WATT

Locking bushing, 5/8 in. lg shaft.

Part No.	Ohms	Mil Type
00-681-8688	50	RV4LAYSA
00-503-5984	100	101A
00-503-6218	250	251A
00-539-4897	500	501A
00-646-5958	1K	102A
00-539-2567	2.5K	252A
00-539-2479	5K	502A
00-518-5593	10K	103A
00-501-7314	25K	253A
00-501-5184	50K	503A
00-665-4992	100K	104A
00-552-2093	250K	254A
00-518-5593	500K	504A
00-518-5609	1MEG	105A
00-552-5487	5MEG	505A

Locking bushing, 7/8 in. lg shaft.

Part No.	Ohms	Mil Type
00-577-3717	2.5K	RV4LAYSD
00-577-3645	25K	253A
00-556-3042	100K	104A
00-023-7931	1MEG	105A

Standard bushing, 1/2 in. lg shaft.

Part No.	Ohms	Mil Type
00-542-8046	1K	RV4NAYSB
00-646-5957	10K	103A
00-646-5981	25K	253A
00-643-6284	50K	503A
00-542-8048	100K	104A
00-542-8051	1MEG	105A

Standard bushing, 7/8 in. lg shaft.

Part No.	Ohms	Mil Type
00-556-3041	100	RV4NAYSD
00-552-2859	500	501A
00-552-5478	1K	102A
00-577-9976*	1K	
00-539-5013	2.5K	252A
00-643-5626	5K	502A
00-578-4471	7.5K	752A
00-556-3350	10K	103A
00-552-5479	15K	153A
00-539-1559	25K	253A
00-539-4900	50K	503A
00-644-6693	100K	104A
00-552-5476	250K	254A
00-893-9499	500K	504A
00-501-7307	1.5MEG	155A
00-655-3312	2MEG	205A

*With SPST switch, MIL Spec type F TAPER
RV4NBYSD102A.

Standard bushing, 1-1/4 in. lg shaft.

Part No.	Ohms	Mil Type
00-811-1750	2.5K	RV4NAYSG
		252A

Standard bushing, 2-1/2 in. lg shaft.

Part No.	Ohms	Mil Type
00-539-4999	100	RV4NAYSK
00-539-2568	250	251A
00-557-4637	500	501A
00-500-7588	1K	102A
00-342-8724	2.5K	252A
00-666-1036	5K	502A
00-665-5095	10K	103A
00-581-2846*	10K	
00-500-7879	25K	253A
00-542-8744	50K	503A
00-339-4576	100K	104A
00-539-4578	250K	254A
00-539-4998	500K	504A
00-552-2254	1MEG	105A

*With SPST switch, MIL Spec type
RV4NBYSK103A

C TAPER

09NP0019

1/4 WATT

Standard bushing, 7/8 in. lg shaft.

Part No.	Ohms	Mil Type
00-802-7951	5K	RV5NAYSD
		502C
00-851-5648	5K	RV6NAYSD
00-954-4038	10K	103C

1 WATT

Locking bushing, 7/8 in. lg shaft.

Part No.	Ohms	Mil Type
00-578-9051	1MEG	RV4LAYSA
		105C

Standard bushing, 7/8 in. lg shaft.

Part No.	Ohms	Mil Type
00-681-6172	500	RV4NAYSD
		501C
00-552-3480	10K	103C

Standard bushing, 7/8 in. lg. (Shaft and panel sealed.)

Part No.	Ohms	Mil Type
00-542-9406	500	RV4SAYSD
		501C

Standard bushing, 2-1/2 in. lg shaft.

Part No.	Ohms	Mil Type
00-553-9970	2.5K	RV4NAYSK
		252C
00-578-4134	50K	503C

1/4 WATT

Locking bushing, 5/8 in. lg shaft.

Part No.	Ohms	Mil Type
00-752-3377	50K	RV6LAYSA
		503E

1 WATT

Locking bushing, 5/8 in. lg shaft.

Part No.	Ohms	Mil Type
00-683-5996	10K	RV4LAYSA
		103E

INDUSTRIAL TYPE. A taper. Fully inclosed body with 1/4 in. diameter slotted shaft and mounted by a 3/8 - 32 thread bushing.

Single section

2-1/4 Watt at 70 deg C, body dimension. 11/16 in. lg x 1-5/32 in. diameter, 1-7/16 in. lg shaft, panel sealed bushing, 3 solder lug terminals.

00-482-4992	350 OHMS	10% tol
-------------	----------	---------

3 Sections

2 Watt at 70 deg C, body dimension. 1-39/32 in. lg x 1-5/32 in. diameter, 5/8 in. lg shaft, 9 solder lug terminals.

00-264-7818	2.5 meg, 2.5 meg, 20%, 25K, 10%
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Figure 4-9.—Page from the Afloat Shopping Guide, (ASG).

NICN	CNC	NIIN	COG	FSC
LLHD59889	MA	008912963	9C	2920

Figure 4-10.—Navy Item Control Number to National Item Identification Number, (NICN to NIIN).

OTHER AIDS IN IDENTIFICATION

In addition to the ML-N and related publications, other aids and sources are available to assist you in identifying a requirement. These are discussed below.

Department of Defense Sections of the Federal Supply Catalog

DOD sections of the *Federal Supply Catalog* are published by defense supply centers for use by the military services. Each DOD section contains items in the FSC groups and classes assigned to a particular Defense Supply Center. Also contained is identification, price, and management data for each item. DOD sections of the *Federal Supply Catalog* are listed in the Navy Stock List of Publications and Forms, Cognizance Symbol I, Section 1.

GSA Supply Catalogs

GSA Supply Catalog Series consists of a guide and four commodity catalogs, identified as follows:

The guide section contains consolidated alphabetical and NSN indexes for the items listed in the four commodity catalogs. It directs the user to the catalog that contains the listing of the item sought. There is also detailed information about the Federal Supply System (FSS) Stock program and requisitioning procedures.

The tools catalog contains listings of common and special-use tools. It includes many of the tools listed in earlier GSA catalogs and has alphabetical and numerical indexes and a price list.

The office products catalog lists a wide variety of items for office use, including paper supplies, forms, and equipment. It, too, has alphabetical and numerical indexes and a price list.

The industrial products catalog lists a broad range of items. They include hardware, paints, adhesives, chemicals, machinery, building materials, and cleaning equipment and supplies. It has alphabetical and numerical indexes and a price list.

The furniture catalog is a single source of information for all furniture items presently stocked by FSS. It should be used as sole guide for selecting furniture and related items.

GSA supply publications are prepared for civilian agencies. Before processing requisitions for GSA items, fleet units should refer to the ILs or ML-N for supply management data.

Commercial and Government Entity

The Commercial and Government Entity (CAGE) is a five-position, numeric code. These codes are assigned to manufacture or commercial firms who maintain design control for items of supply procured and cataloged for federal agencies. Although the basic purpose of the system is to identify manufacturing organizations, it also includes special nonmanufacturing organizations, primarily to facilitate the processing of Federal Catalog data.

The CAGE coding system is used in machine accounting operations related to support management programs, such as cataloging and standardization. The SK uses the CAGE in conjunction with the MCRL. When using the MCRL to determine an NIIN, you often find the same reference number listed more than once with each having a different NIIN. For accurate item identification, it is necessary to select the NIIN from the MCRL showing the CAGE for the company that made the needed part.

The CAGE is published on microfiche in three parts as follows:

H4-1—Name to Code (in name sequence)

H4-2—Code to Name (in numeric sequence)

H4-3—NATO Supply Code for Manufacturers (excluding USA and Canada)

The Commercial Government and Entity is published in two parts as follows:

H8-1—Name to Code (in name sequence)

H8-2—Code to Name (in numeric sequence)

Navy Stock List of Publications and Forms

The *Navy Stock List of Publications and Forms* (NAVSUPP-2002), commonly referred to as the "I Cog Catalog." It is published on microfiche and consists of three sections as follows:

Section I—Alphabetic/Numeric Listing of Form, Publication, Hull, Electronic Model Numbers, and Standard Subject Identification Cede for Cog 11 Forms.

Section II—Alphabetic Listing of Publications and Forms by Title/Nomenclature.

Section III—Numerical Listing of Publications and Forms by Stock Number followed by NAVAIRSYSCOM Technical Directives (by type and directive number). Publications and forms are sequenced together.

Microfiche editions are issued quarterly. Each edition reflects current Cog II Publications and Forms. Section I and Section III reflect information such as Canceled, No Superseding Item, Superseded By, and Replaced By.

The *Introduction to the Navy Stock List of Publications and Forms* provides detailed information about the columnar arrangement of the stock list. It also has the instructions needed to requisition publications and forms.

Manufacturers' Instruction Books

Equipment purchased by the Navy has instruction books or technical manuals from the manufacturer. NAVSEA assigns publication numbers to these books so they can be ordered through the supply system. They are used by operating and maintenance personnel to help them obtain top performance from the equipment. They include parts lists and detailed drawings and specifications. You will use them often to help you accurately identify repair parts that must be addressed.

Figure 4-11 is an example of a parts list for a laundry tumbler. It was manufactured by American Laundry Machinery Industries of Cincinnati Ohio. The CAGE for this company is 02432. If you were looking up the NSN for a new front cylinder bearing #6207 in the MCRL, you would find several entries for that part number. However, none show an CAGE of 02432. Now, take another look at figure 4-11, and you will see the initials "SKF" following "cylinder bearing." This shows that:

1. The tumbler was manufactured by American Laundry.
2. The bearings were manufactured by SKF Industries the part number is #6207.
3. The CAGE for SKF Industries is 52676. You will find that part number SKF6207 with an CAGE of 52676, crosses to NIIN 00-516-5490 in the MCRL.

Also, note that the tumbler belt was manufactured by Browning and a Browning part number is used. So when using the MCRL, be sure you are looking for the right part number with an CAGE for the company that retie the part.

The drawings and specifications will sometimes help you find a substitute for a needed repair part using the catalog identification lists.

Assistance from Technical Ratings

Never overlook the assistance available from people in the technical ratings, and do not hesitate to ask for help when an identification problem has you stumped.

You are not required to know symbols or value codes that are used on electronic parts, but technicians in the electronic ratings should. It is not your job to determine if a tolerance of .005 is permissible for a bearing, or if that bearing requires grease meeting specification MIL-G-7187 or VV-G-671.

Your job is to use the information provided by customers so you can translate their requirements into the right NSN. When you need more information or are in doubt about the NSN, ask the expert. It is better to ask and be sure than to guess and be wrong.

Assistance Ashore

When your efforts to find the NSN for a part have failed, there are still sources of assistance available to help. Supply centers and the supply departments of naval stations and shipyards have technical sections that can usually provide an NSN if there is one. You should not depend on them to do your work, but they are available to assist when needed.

ALLOWANCE LISTS

Allowance lists specify the type and quantity of equipment, equipment, repair parts, and supporting materials that a ship in commission is required to carry on board.

COSAL

The Coordinated Shipboard Allowance List (COSAL) is the most used allowance list for determining repair part NSNs. It contains items authorized and recommended quantities that should be on hand and provides descriptive data which associate a material requirement to an NSN. The use of the COSAL is described in SPCCINST. 4441.170A.

AVCAL

The Aviation Consolidated Allowance List (AVCAL) contains a list of items authorized that should be on hand to support aviation equipment.

MFRS. MASTER PLAN NUMBER 2218-MP-2 Rev. A							DATE 30 June --	
BUREAU NUMBER None Assigned								
NAMES AND NUMBERS OF VESSELS See Sheet No. 1								
APPLICATION Shipboard Laundry					APPLIANCE 37"x30" Drving Tumbler			
NAVY CONTRACT OR SHIPBUILDERS ORDER NUMBER See Sheet No. 1								
MANUFACTURER AMERICAN LAUNDRY MACHINERY IND., Cincinnati 12, Ohio								
ITEM NO.	NUMBER OF SETS	NUMBER PER SET	NAME OF PART OR TOOL	MANUFACTURER'S DATA			PC.	
				PART NUMBER	DRAWING			
1	1	1	"V"-Belt, Browning	5L490	2218-MP-2		70	
2	1	1	Roller Chain, mer. Str. #40 1/2" Pitch, 73" Long	Commercial	"		71	
3	1	2	Cylinder Bearing, SKF (1 each-front & rear)	#6207	"		11	
4	1	1	Brush for Cleaning Heater Fins	#6208	"		13	
				Commercial	"			
FOR 37" x 30" Tumbler Dryer 440 Volts, 60 Cycles, 3 Phase, AC				LEGEND				
				WHEN REORDERING ALWAYS INCLUDE				
				1 - COMPLETE NAME PLATE DATA INCLUDING SERIAL NO.				
				2 - MFG. AND BUREAU PLAN NO.				
				3 - MFG. PART NO.				
				4 - THIS DRAWING NO.				
DRAWING NUMBER 2218-CD-3 Rev. C								
BUREAU DRAWING NUMBER DLC 16-609-1,845,458 Rev. C								
				SHEET 2		OF 5		09NP0020

Figure 4-11—Parts list page from NAVSEA Technical Manual.

LOAD LISTS

Load lists reflect the range and depth of material carried by Combat Logistics Forces (CLF) ships (including tenders and repair ships), or bases. They, like allowance lists, provide descriptive data that associates

a material requirement to an NSN. The use of load lists is described in the NAVSUPP-485.

Instructions for locating Stock/ReferenceNumbers in the Microfiche Editions of Supply Catalogs, Information on the ML-N and other dated publications is covered in chapter 3 of this manual.

CHAPTER 5

PROCUREMENT

Procurement is the act of obtaining materials or services. In the Navy, it is a tremendous undertaking. Think for a moment about the size of our modern Navy and the enormous quantities of materials essential for its operation. Just as a gun without ammunition cannot perform its intended job, ships cannot be effective fighting units unless they have the materials required to support and sustain them.

Material may be procured by requisition or purchase. Requisitions are most frequently used, but procurement of nonstandard material and emergency requirements is usually accomplished by purchases.

You will play an important role in the procurement of material for your ship. You must know what material is authorized, where it is obtained, the forms used in procurement, and how to prepare them.

This chapter presents the general responsibility for procurement and the methods normally used afloat.

RESPONSIBILITY FOR PROCUREMENT

Supply officers are responsible for procuring all equipment and supplies used by the ship. This does not include medical stores, ammunition, Marine Corps stores, and those materials automatically furnished to ships.

Supply officers procure replenishment material for supply department stocks on their own initiative. They also procure supplies for other departments when they are within the ship's allowance. When procuring technical materials, supply officers consult with other department heads to ensure that the materials meet desired specifications.

Many materials, equipments, and supplies used aboard ship are not stocked in supply storerooms but are ordered to meet a specific requirement of one of the ship's departments. This material is ordered for "direct turnover" (DTO) to the requestor when received.

The procurement of medical stores, ammunition, and Marine Corps stores is the responsibility of other departments. Some material will be received aboard ship without any procurement action by the supply department. These materials are usually new items of

equipment or equipment that are automatically furnished to ships as replacements for obsolete items.

While procurement is the responsibility of the supply officer, the actual job of preparing documents will normally be assigned to SKs. You may be assigned to perform one or more specific tasks relating to procurement. The supply officer will rely on you to perform your job properly.

DETERMINATION OF REQUIREMENTS

The supply officer is responsible for maintaining stocks to meet probable demands within the limits established by operation plans. This includes; general stores, subsistence items, ship's stores and clothing stocks. The supply officer, with other supply personnel, must be able to accurately determine the requirements for these items.

When repair parts are in the custody of supply officers, they are responsible for requisitioning replacements for those that have been issued. When department heads have custody of repair parts, they are responsible for notifying the supply officer each time a repair part is taken from stock. The supply officer then requisitions a replenishment repair part.

Special Requirements

Other departments may require special material or an item in a greater quantity than is usually stocked in the storeroom. For example, the engineering officer plans to re-brick a boiler, and you do not carry firebrick in the storeroom. It is the engineering officer's responsibility to inform the supply officer of the special Requirement.

Responsibilities of Storekeepers

Supply officers rely on SKs to prepare procurement documents. SKs usually determine routine requirements and inform their supply officers about requirements requiring their judgment and decision. This is not the sole job of one SK, all SKs share in this responsibility regardless of rate or where they work. Briefly stated below are some of the ways that SKs may fulfill their advisory functions.

SUPPLY SUPPORT CENTER.— Not all advice from other departments will come from the head of the department. In the Supply Support Center, the SK has constant contact with maintenance personnel from all departments. Their knowledge of requirements helps the supply officer to detect errors in repair parts allowances.

STOREROOM STOREKEEPER.— By knowing your storeroom and stock particularly in bulky or fast-moving items you may be able to restow stock to provide space for additional material. You also will be able to tell which items are not moving and may be excess and spot obvious errors in issue and receipt quantities.

STOCK RECORDS STOREKEEPER.— By being able to interpret the data reflected in stock record cards, you can advise the supply officer of items requiring a review of the high and low limits because of increased or decreased usage.

ORDERING STOREKEEPER.— Be alert for errors in the data elements of a request for either stock replenishment or DTO orders.

FACTORS IN DETERMINING REQUIREMENTS

Before you can determine types and quantities of items to be carried, you must establish a desired endurance level for general categories of material. Endurance is defined as the period of time required for a ship to use a definite quantity of supplies. The first consideration in establishing endurance is the availability of storeroom space and its allocation among the different types of stem. Then convert the space to the number of days that the ship can be maintained by capacity loading. The supply officer will normally try to equalize the endurance of the various types of stores. NAVSUP P-485 provides up-to-date endurance charts for specified periods of time. The following paragraphs discuss other factors.

Available Space

The amount of storage space available for an item is an obvious limiting factor. You cannot stow 100 cubic feet of material in a 50-cubic foot space. For this reason, bulky items may have to be carried in a quantity less than the desired level and reordered more frequently. Highly perishable items may also be stocked at a lower level to keep deterioration to a minimum. On the other hand, items of low cost and low

bulk may be carried at a higher level to reduce the time spent in ordering and stowing.

Ship's Experience

The most accurate guide in determining your ship's requirements is the experience shown in its stock records. This tells you a usage factor that can be projected to future usage by either of the following methods or by a combination of the two. To compute 3 months' endurance:

Fast-moving items-multiply past month's usage by three.

Slow-moving items-divide past 6 months' usage by two.

Usage information is also found in the Frequency and Demand Listing, received as a result of the supply overhaul Integrated Logistics Overhaul (ILO).

It is only when there is no usage that the additional aids discussed below must be used to determine the requirements for an item.

Allowance Lists

Allowance Lists, Initial Outfitting Lists, and Usage Data Tables are prepared to help supply officers determine stock requirements. They are usually provided for new or recommissioned ships. Since these ships have no prior usage to rely on, these lists and tables will be most helpful to the supply officer in determining supply requirements. These lists control the type and quantity of equipment and are guides for determining the supply requirements. Allowance Lists as used here do not include the Coordinated Shipboard Allowance List SNSL-SRI or Integrated Stock List-Storeroom Item (ISL-SRI) for repair parts.

Advice of Other Departments

The supply department uses only a small part of the material stocked in the storerooms. Since other departments are your biggest customers, they will frequently advise you of requirements for material which are above normal. With this advance notification, supply officers can temporarily increase the stock level to meet the demand. They may also advise you of material, which has been used in the past, is no longer required. Thus, the requirement for this item can be deleted and prevent having dead stock in the storeroom.

Ship's Operation

Operating factors may make it necessary to review stock records and reevaluate the requirements for some or all items stocked. These factors are:

- expected length of cruise
- type of operation (combat or training)
- expected climate during the operation
- supply support that will be available

If the expected length of a cruise is less than the normal endurance load, then no major adjustment is necessary. However, if the operation is expected to last longer, review fast-moving and essential items to determine if there are increased requirements.

If the ship has been operating in a hot or temperate climate for an extended period of time and then scheduled for deployment to the arctic, a review of materials required for cold weather operations is advisable.

A major factor of concern to the supply officer, when the ship is scheduled for deployment, is the supply support during the cruise. Will the ship be steaming independently? Will it be in company of similar ships? Will it obtain material from mobile logistics support ships or ashore activities? All of these questions must be answered before the supply officer can accurately determine the ship's requirements. This information is usually provided in the operation orders.

ROUTINE REQUIREMENTS

A ship's requirements usually will fall under the heading of "routine requirements." The factors discussed in the preceding paragraphs apply to new ships and special circumstances. When applicable, they must be considered in determining the ships' requirements. The requirement for an item is initially established when the ship is commissioned or when it is first stocked. The requirement is validated at each supply overhaul.

Routine requirements are of two types: (1) stock replenishment— to replace material issued from your storerooms, and (2) direct turnover (DTO)— material not carried in your storerooms ordered as a result of a verified requirement from another department. When received it directly turned over to the requesting department

Stock replenishment requirements normally are identified by the stock records Storekeeper when posting issues to the stock record cards.

NOTE: On ships without Supply Corps Officers, heads of departments are responsible to determine their requirements for general stems and requesting that the supply office prepare a DTO requisition.

Each time a repair part is used, a request should be submitted to the supply office so that a replacement can be requisitioned. Many of the factors discussed above must be considered by heads of departments in determining their requirements.

SOURCE OF SUPPLY

The material required to support your ship is normally procured through the supply system. Emergency procurement may be by transfer from another ship or by purchase on the open market. Operation orders and instructions specify the sources of supply.

WITHIN THE UNITED STATES

When your ship is home-ported in the United States support normally is obtained from the nearest supply supported activity or fleet industrial supply center.

They either furnish the material or pass the requisition to the appropriate activity for action. The supply department of a naval shipyard or other ashore activity may issue maintenance items to ships while at that activity. Requisitions for major stock replenishment should be submitted to the established supply support activity. Fleet commands may also use Combat Logistics Forces (CLF) ships to support other ships when desirable.

OVERSEAS

Ships in overseas waters are supplied by combat logistics forces (CLF) units or overseas bases as specified in their operation orders and instructions. CLF supply support is normally by underway replenishment. Procedures for obtaining CLF support are found in the various fleet requisitioning guides. Local commands and operating conditions determine if the underway replenishment is to be by conventional replenishment (CONREP) ship alongside, vertical replenishment (VERTREP) helicopter, or both.

The Fleet Issue Requirements List (FIRL) projects the material requirements for resupply support of all

deployed forces of the Atlantic and Pacific Fleets. It is based on actual usage factors for those items most commonly requested by fleet units. Also for a limited number of additional items included for support of CNO-approved weapons systems and equipments. As set forth by the CNO, the FIRL is computed to satisfy 85% of the forecasted demands of the deployed fleet for a 90-day period. FIRL material is positioned primarily at selected stock points.

The Consolidated Afloat Requisitioning Guide Overseas (CARGO) is tailored for use by afloat requisitioners when requisitioning material, except ammunition, from CLF. Content, requisitioning procedures, explanation of tables and required reports are found in each chapter of the CARGO. Each CARGO consists of four chapters as follows:

- Supply Sources and Requisitioning Instructions
- Ship's Stem Afloat Requisitioning Load List and Shopping Guide
- Subsistence Requisitioning Tables
- Fleet Issue Load List (FILL) for Equipment-Related and Consumable Material Carried by the AFS (Combat Stem Ship)

The Tender and Repair Ship Load List (TARSLL) is a load list that has the items carried by tenders and repair ships. TARSLLs include the following categories of items:

- Equipment-related items required by an industrial ship to repair or alter equipments/components installed in the supported ships.
- Industrial-related items required for the direct support of shops and industrial services, provided by tender or repair ship.

In addition, the Submarine Tender (AS) TARSLL includes items of resupply required to support submarines.

Other ships may be able to satisfy emergency requirements when no other source of supply is available.

PURCHASE

The supply officer has the authority to purchase items and services that are not available in, or carried by the supply system. These purchases may be made in the United States or foreign countries.

In the United States, most purchases are made through supply departments or supply support activities ashore.

In foreign ports, local commands may issue guidelines and restrictions pertaining to procurement by local purchase. For an indepth study of purchasing procedures followed by afloat activities, refer to NAVSUP P-485.

NOTE: On ships without Supply Corps officers, the commanding officer is authorized to make local purchases under the same circumstances as a Supply Corps officer.

REQUISITIONING

A requisition is an order from an activity requesting material or services from another. The most common method of requisitioning is by printed forms designed to provide the information needed for the physical transfer of the material and accounting requirements.

TYPES OF REQUISITIONS

Most requisitions will be for "not-in-excess" material, but there will be occasions when "in-excess" material is required.

Not-In-Excess Requisitions

Requisitions for the following are considered not-in-excess

- Equipage on a ship's allowance list needed to bring the amount on hand and on order up to full allowance.
- Consumable supplies listed in the Navy Stock Lists, or applicable allowance lists, or other consumable supplies except nonstandard items.
- Repair parts listed in ship's allowances for which a requirement can be justified above the quantity fixed by the allowance.
- Repairable listed in an authorized allowance to bring on board the quantity authorized. Also to replace a repairable shipped to the designated repair facility. Requisitions to replace repairables will be on a one-for-one exchange basis. Requisitions for repairables that exceed a ship's allowance and requirements must be approved by the inventory manager.
- Material other than consumable supplies required for immediate expenditure.

- Services which cannot be accomplished by ship's force.

Not-in-excess requisitions are submitted directly to the supply activity.

In-Excess Requisitions

Requisitions for the following are considered in-excess

- Controlled equipment not on the ship's allowance list.
- Controlled equipment on the allowance list but in greater quantities than allowed.
- Nonstandard consumable supplies when similar items are available in the supply system.
- Repair parts not listed in ships' allowances for which a requirement cannot be justified.

In-excess requisitions are prepared in the same way as other requisitions. However they are first submitted, under a letter of transmittal via the chain of command, to higher authority for approval. The supply officer is responsible for submitting these requisitions to higher authority for this approval.

Repairable may not be stocked in quantities in excess of the authorized allowance. Therefore, no in-excess requisitions may be submitted for repairables.

MILITARY STANDARD REQUISITIONING AND ISSUE PROCEDURES

The Military Standard Requisitioning and Issue Procedures (MILSTRIP) is used to order material from the following:

- Military installations
- Defense Logistics Agency
- General Services Administration

The paragraph entitled MATERIAL EXCLUDED lists materials not ordered by these procedures.

MILSTRIP REQUISITIONING FORMS

MILSTRIP requisitioning is the use of a coded, single line item document for each supply transition. One of the following documents could be used for MILSTRIP requisitioning:

- DOD Single Line Item Requisition System Document (manual) (DD Form 1348)

- Single Line Item Consumption/Requisition Document (manual) (NAVSUP Form 1250-1)
- DOD Single Line Item Requisition System Document (mechanical) (DD Form 1348m)
- Non-NSN Requisition (manual) (DD Form 1348-6)

For a detailed description of these forms and their use, refer to NAVSUP P-485.

MATERIAL EXCLUDED

The following types of materials are excluded from MILSTRIP. They will be requisitioned by DD Form 1149 unless otherwise indicated:

- Ship's propulsion fuel and bulk lubricants
- Cognizance symbol I material not assigned a 13-character Navy item control number (NICN). This includes standardization documents and departmental letter-type directives
- Material controlled by the Navy Oceanographic Office
- Cognizance symbol "OK" library materials controlled by the Chief of Naval Education and Training (CNET). They are requisitioned by letter in accordance with the *Naval General Library Manual*
- Industrial plant equipment is requisitioned using DOD Production Equipment Requisition/Nonavailability Certificate (DD Form 1419)
- Communications security equipment, communication security aids (keying material). All items, including components, individual elements, and repair parts, which are classified and designated crypto and handled through crypto channels. Use of the DD Form 1149 is not appropriate for items for which other procurement methods are prescribed in the *Registered Publication Systems Manual 4 (RPS4)*
- Nuclear ordnance items designated by the Defense Atomic Support Agency for item serial number control
- Presentation silver

DEFINITIONS OF TERMS USED IN MILSTRIP

You should know the terms used in MILSTRIP. Refer to the NAVSUP P-485 for definition and explanation for the terms associated with MILSTRIP.

PREPARATION OF A MILSTRIP REQUISITION

MILSTRIP relies upon coded data for processing Requisitions with automatic data processing equipment. Whether a DD Form 1348 or NAVSUP Form 1250-1 is the prescribed requisitioning document (see figure 5-1

for example) care must be taken in selecting and entering coded data elements.

When preparing a DD Form 1348, or in a NAVSUP Form 1250-1 requisition material the following general rules apply to nonautomated ships without card facilities

- Enter data by ballpoint pen or typewriter.
- It is recommended, that data in a DD Form 1348 or NAVSUP Form 1250-1 be entered within the "tic" marks in the form. However, it is mandatory that entries be included within the data fields to which they pertain.
- To eliminate confusion between the number zero and the letter "O," use a slashed zero.

DD FORM 1348 DOD SINGLE LINE ITEM REQUISITION SYSTEM DOCUMENT (Manual)

NAVSUP FORM 1250-1 SINGLE LINE ITEM CONSUMPTION - REQUISITION DOCUMENT (MANUAL)

Figure 5-1. Example of MIISTRIP requisition documents.

DATA ENTRIES

Data entries in the DD Form 1348 and the NAVSUP Form 1250-1 must be made in accordance with the instructions found in the NAVSUP P-485.

DISTRIBUTION OF DD FORM 1348 AND NAVSUP FORM 1250-1

When prepared as a requisition, the DD Form 1348 and the NAVSUP Form 1250-1 must be distributed as required by NAVSUP P-485.

PREPARATION OF THE DD FORM 1348-6

The DD Form 1348-6 is used to requisition material which cannot be identified by a national stock number (NSN), a NATO stock number, or an NICN (other than a permanent "IL" coded NICN). The form consists of two sections. The upper section includes essentially the same data elements as those in a DD Form 1348. The lower section includes 10 data blocks for additional identification data. The general rules used in preparation of a DD Form 1348 also apply to the preparation of a DD Form 1348-6. (Since the supply some must process a DD Form 1348-6 "off line," which usually delays material delivery, every effort should be made to cross part numbered items to NSN items so that the material can be requisitioned by DD Form 1348/1348 m). See the NAVSUP P-485 for required entries and codes. Figure 5-2 is an example of a Non-NSN Requisition (DD Form 134845).

NORS REQUISITIONS

A Not Operationally Ready-Supply (NORS) requisition is any requisition submitted for a casualty report (CASREPT) requirement or an anticipated CASREPT requirement (ANORS), as authorized in OPNAVINST 4614.1. (See figure 5-3.)

A NORS requisition will be prepared in the same format as that described for a MILSTRIP requisition. Specific data entries required in a NORS requisition are described in NAVSUP P-485.

MESSAGE REQUISITIONS

In certain situation material requirements dictate the need for procurement by message instead of standard requisition documents. MILSTRIP is designed to permit transmission and receipt of requisitions by electrical communications, mail, telephone and courier. To assure responsive and expeditious processing, the media of communication used must be consistent with, and subject to, the limitations for use of media and status codes found in

the NAVSUP P-485. The media to be used and the normal order of preference of use of each media is also found in the NAVSUP P-485.

When a message requisition is prepared, a DD Form 1348, NAVSUP Form 1250-1, or DD Form 1348-6 is prepared for each item requested in the message. The original of each DD Form 1348 or 1348-6, or the original and white copy of a NAVSUP Form 1250-1, will be discarded and the remaining copies distributed in accordance with the NAVSUP P-485.

During periods of restricted communication (i.e., when "MINIMIZE" is imposed) data pattern messages, formatted Defense Automatic Addressing System (DAAS) messages, and narrative messages will be submitted only for priorities 01-08 requirements.

MILSTRIP MESSAGES TO BE SUBMITTED VIA DEFENSE AUTOMATIC ADDRESSING SYSTEM

DAAS is a "real time" random access digital computer system. It uses the Automatic Digital Network (AUTODIN) switching centers of the Defense Communications System to receive and retransmit MILSTRIP messages to the addressees. An input message to DAAS may include multiple requisitions, followups, requisition modifiers, cancellation requests, etc., provided that each document included in the message is limited to 66 card columns of data. All retransmittals are accomplished via AUTODIN which automatically provides the addressee with a punched card (or magnetic tape image) for each document included in the originator's message. This precludes the necessity of any message handling or keypunch effort by the addressee. Figure 5-4 is an example of a message requisition prepared for transmittal via DAAS.

Requisitions Qualified for DAAS

When material is authorized to be requisitioned by message and when no exception data is required, message requisitions for NSN or NICN items will be prepared and submitted in accordance with the NAVSUP P-485.

MILSTRIP MESSAGES TO BE SUBMITTED DIRECT TO SUPPLY SOURCE

Message requisitions for non-NSN/NICN items or NSN/NICN items requiring exception data will be submitted direct to the supply source. These messages

NOTE: When information required to complete the data entries described in the preceding chart is not applicable or available, the respective data blocks will be left blank or will be completed to the extent that applicable information is available. Additionally, authorized signature and the complete line of accounting data (see NAVSUP P-3013) be entered in the DD Form 1348-6.

DOCUMENT IDENTIFIER			ROUTING IDENTIFIER				M & S	ITEM IDENTIFICATION (NSN, FSCM / Part No., Other)															UNIT OF ISSUE		QUANTITY					DOCUMENT NUMBER					
								FSCM					PART NUMBER												REQUISITIONER										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	
A	Ø	E	N	D	Z	6																	E	A	Ø	Ø	Ø	Ø	1	R	5	2	1	9	2
DOCUMENT NO. (Cont.)						DATE	SERIAL	DEMAND	SERV	SUPPLEMENTARY ADDRESS										FUND CODE	DISTRIBUTION CODE		PROJECT CODE		PRIORITY	REQUIRED DELIVERY DAY OF YEAR		ADVICE CODE	BLANK						
36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69		
8	Ø	3	3	3	Ø	1	4	R	Y	N	E	B	1	3	A	N	R																		
										REJECT CODE (FOR USE BY SUPPLY SOURCE ONLY)		IDENTIFICATION DATA																							
												1. MANUFACTURE'S CODE AND PART NO. (When they exceed card columns 8 thru 22) Ø5Ø73 N3 - 12291 - P1Ø4																							
												2. MANUFACTURE'S NAME BABCOCK & WILCOX CO., NEW YORK, NY																							
3. MANUFACTURE'S CATALOG IDENTIFICATION										4. DATE (YYMMDD)					5. TECHNICAL ORDER NUMBER																				
6. TECHNICAL MANUAL NUMBER NAVY TECH MANUAL 351 - 0048										7. NAME ITEM REQUESTED ELEMENT, SOOT BLOWER, UNIT A																									
8. DESCRIPTION OF ITEM REQUESTED																	9a. COLOR																		
																	9b. SIZE																		
9. END ITEM APPLICATION BOILER, STEAM, MN, 634 PSI, 4617 CU FT, 1393 TB																	9c. SOURCE OF SUPPLY BABCOCK & WILCOX CO.																		
9d. MAKE					9e. MODEL NUMBER					9f. SERIES					9g. SERIAL NUMBER Ø																				
10. REQUISITIONER (Clear text name and address) USS JOHN PAUL JONES (DDG - 32) FPO SAN FRANCISCO, CA 966Ø1 17818Ø84.7Ø2D/53824/Ø/Ø60957/2D/R52192/ØØ8Ø333Ø/4NR										11. REMARKS ADDL EQUIP DATA: APL # Ø212ØØØØ7, MFR DW # MX 253ØØ1, EQUIP PATTERN # 12 ADDL ITEM DATA: NICN 441Ø - LL-CAO - ØØØ1: \$15Ø.ØØ R.S. SEARS, LT, SC, USN																									

NOTE: DD FORM 1348-6 is a 6 part snap out form with multicolored interleaved copies. It is perforated at fold line to permit fiding to size of a requisition

Figure 5-2.-Example of a Non-NSN Requisition (DD Form 1348-6).

will be prepared in accordance with the NAVSUP P-485. An example is shown in figure 5-5.

PREPARATION OF REQUISITION AND INVOICE/SHIPPING DOCUMENT (DD FORM 1149)

A DD Form 1149 will be prepared only for the procurement of material that is excluded from MILSTRIP. It may also be prepared for

excluded material for which a procurement document is not specified. It may be used to requisition repairs or rentals of laborsaving devices, repairs of equipage items, drycleaning, or renovation services, etc., when required by the supply source or repair facility.

When the DD Form 1149 is used for the procurement of specified materials (other than bulk petroleum) and services, it could be prepared using the

BEND TO: N00228 NSC, OAKLAND										REQUISITION IS FROM: R52192 USS JOHN PAUL JONES (DDG-32)									
A										B									
C										D									
E										F									
G										H									
I										J									
K										L									
M										N									
O										P									
Q										R									
S										T									
U										V									

86NP0150

Figure 5-3.—Example of a NORS Requisition.

EARLIER EDITIONS OF THIS FORM CONTAIN INCORRECT LMF AND CIC DATA. VERIFY BEFORE SUBMISSION TO COMMUNICATIONS

MILSTRIP MESSAGE TRANSMITTAL WORKSHEET (12 PITCH) (2000)
 NAVSUP 1353 (REV. 1-79)

NOTE: FOR USE ON ELITE TYPEWRITERS - 12 PITCH

RELEASED BY I. L. GARNER, LT, SC, USN		DRAFTED BY R. M. HAUDREN, SKCS, USN		PHONE 898	DATE 2 JUL 1983
---	--	---	--	---------------------	---------------------------

PAGE 1	DRAFTER OR RELEASER TIME	PRECEDENCE ACT INFO	LMF TT	CLASS UUUU	CIC ZYUW	FOR MESSAGE CENTER / COMMUNICATIONS CENTER ONLY		
OF 1		P				DATE-TIME	MONTH	YR

FROM: **USS JOHN PAUL JONES**
 TO: **DAAS DAYTON GM**

INFO: ← **DO NOT INFO ROUTING IDENTIFIER ACTIVITY**

CARD COLUMNS NOT REQUIRED MUST BE LEFT BLANK

USE THIS SPACE FOR ALIGNMENT (Elite type - 12 pitch)		STOCK NO.				DOCUMENT NO.													
D/I	R/I	FSC	NIIN	ADD	QTY	REQ'NR	DATE	SERIAL	EXT	ADDRESS	UNIT	PROJ	P	P	REC'D	A	D	V	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
A		01	NOZ	78	66	000	46	67	88	0	0	0	0	0	0	0	0	0	0
		01	NOZ	78	66	000	46	67	88	0	0	0	0	0	0	0	0	0	0

Figure 5-4.—Example of a message requisition prepared for transmittal via DAAS.

JOINT MESSAGEFORM						SECURITY CLASSIFICATION			
						UNCLAS E F T O			
PAGE	DRAFTER OR RELEASED TIME	PRECEDENCE	LMP	CLASS	CIC	FOR MESSAGE CENTER/ COMMUNICATIONS CENTER ONLY			
01 OF 01		ACT INFO	TT	EEEE	ZYUW	DATE - TIME	MONTH	YR	
BOOK		MESSAGE HANDLING INSTRUCTIONS							
		MINIMIZE CONSIDERED							
<p>FROM: USS JOHN PAUL JONES</p> <p>TO: NSC SAN DIEGO</p> <p>INFO: COMNAVSURFPAC</p> <p>UNCLAS E F T O //N04235//</p> <p>MILSTRIP NON-NSN REQ</p>									
<p>DOCUMENT IDENTIFIER CODE</p> <p>ROUTING IDENTIFIER CODE</p> <p>MEDIA AND STATUS CODE</p> <p>FSCM AND PART NUMBER</p> <p>UNIT OF ISSUE</p> <p>QUANTITY</p>					<p>SERVICE DESIGNATOR AND UIC</p> <p>JULIAN DATE</p> <p>SERIAL NUMBER</p> <p>DEMAND CODE</p> <p>SUPPLEMENTARY ADDRESS</p> <p>SIGNAL CODE</p>				
<p>1. AB5/NDZ/W/BLNK/EA/ZERO ZERO ZERO ZERO ONE/R52192/6212/0314/N/YNEB13/A/</p>									
<p>NR/TBLNK/EK5/05/BLNK/150.00</p> <p>ESTIMATED EXTENDED PRICE</p> <p>REQUIRED DELIVERY DATE</p> <p>PRIORITY DESIGNATOR</p> <p>PROJECT CODE</p> <p>DISTRIBUTION CODE</p> <p>FUND CODE</p>									
<p>IDENTIFICATION DATA: FSCM AND PART NO. 05073-N3-12291-P104; MFR. BABCOCK AND WILCOX CO. NAVY TECH MANUAL 351-0048; NAME OF ITEM: ELEMENT SOOT BLOWER UNIT A; END ITEM APPLICATION: BOILER STEAM, MN 634, PSI 1393TB; APL #021200007; MFR DWG NO. MX 253001; EQUIP PATTERN NO. 12; EQUIP SPEC MIL-R-18381 SHIPS; LAPL-02001.</p> <p>ADDL ITEM DATA: NICN 4410-LL-CA0-0001.</p>									
DISTR:									
DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL, PHONE & DATE						SPECIAL INSTRUCTIONS			
LT I.L. GARNER, SC, USN									
RELEASER	TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE					SECURITY CLASSIFICATION		DATE TIME GROUP	
	SIGNATURE					UNCLAS E F T O			
DD FORM 173 (OCR)						86NPO152			

Figure 5-5.—Example of a naval message draft requisition for non-NSN Items.

guidance found in the NAVSUP P-485. An example is shown in figure 5-6.

BULK PETROLEUM

When bulk fuel or bulk lube oil is procured from an ashore supply activity, a DD Form 1149 is required to

be submitted. A DD Form 1149 also is required for procurement of DLA-owned bulk petroleum from a Military Sealift Command (MSC) tanker. The prescribed format for the preparation of a DD Form 1149 for bulk petroleum is found in NAVSUP P-485. See figure 5-7 for an example of a DD Form 1149 used for petroleum products.

REQUISITION AND INVOICE/SHIPPING DOCUMENT

1. FROM: RB2192 USS JOHN PAUL JONES (DDG-32)
 2. TO: N00244 NBC SAN DIEGO, CA

3. SUPPLY OFFICER: USS JOHN PAUL JONES (DDG-32)
 FPO SAN FRANCISCO, CA

4. APPROPRIATION AND SUBHEAD: 1791804.702D
 5. FEDERAL STOCK NUMBER, DESCRIPTION, AND CODES OF MATERIAL AND/OR SERVICES: 000 53884 B

6. REQUISITION NUMBER: RB2192-3041-BELOW
 7. DATE MATERIAL REQUIRED: 10 FEB 1998
 8. PRIORITY: 13

9. AUTHORITY OR PURPOSE: SUPPLY OF MATERIALS FOR REPAIR OF:
 3001 MARCHANT CALCULATORS, Ser. No. 441067, 441855
 3002 FRIDEN ADDING MACHINE, Ser. No. 56432
 3003 IBM ELECTRIC TYPEWRITERS, Ser. Nos. 14-667421, 18-66744
 3004 REMINGTON ELECTRIC TYPEWRITER Ser. No. 336601

ITEM NO.	QUANTITY REQUESTED	UNIT	PRICE	TOTAL COST
3001	1	JOB	\$60.00	\$60.00
3002	1	JOB	40.00	40.00
3003	1	JOB	60.00	60.00
3004	1	JOB	40.00	40.00

17. SPECIAL HANDLING: CONTAINER RECEIVED AS NOTED QUANTITIES RECEIVED AS LISTED POSTED

18. TRANSPORTATION VIA MATS OR BELTS CHARGEABLE TO: ISSUED BY: CHECKED BY: PACKED BY:

19. CONTAINER RECEIVED AS NOTED QUANTITIES RECEIVED AS LISTED POSTED

DD FORM 1 MAR 68 1149 (S-P7)
 REPLACES EDITION OF 1 MAY 68 WHICH MAY BE USED

ORIGINAL 86NP0153

Figure 5-6.—Example of a Requisition and Invoice/Shipping Document, DD Form 1149 (multiple requests).

SHIPPING CONTAINER TALLY

REQUISITION AND INVOICE/SHIPPING DOCUMENT

1. FROM **RB2192 USS JOHN PAUL JONES (DDG-32)**

2. TO **N00244 NSC SAN DIEGO, CA
(FUEL DEPARTMENT, POINT LOMA ANNEX)**

3. SHIP TO - MARK FOR **ENGINEERING OFFICER
USS JOHN PAUL JONES (DDG-32)
PIER 2, NAVSTA, SAN DIEGO, CA**

4. APPROPRIATION AND SUBHEAD

5. REQUISITION DATE **18 OCT 199**

6. REQUISITION NUMBER **RB2192-7286-2001**

7. DATE MATERIAL REQUIRED **18 OCT 199**

8. PRIORITY

9. AUTHORITY OR PURPOSE

10. SIGNATURE **I. L. GARNER, ET, SC, USN**

11. VOUCHER NUMBER AND DATE

12. DATE SHIPPED

13. MODE OF SHIPMENT

14. BILL OF LADING NUMBER

15. AIR MOVEMENT DESIGNATOR OR PORT REFERENCE NO.

16. TRANSPORTATION VIA MATS OR MATS CHARGEABLE TO

17. SPECIAL HANDLING

18. CONTAINER RECEIVED AS

19. CONTAINER RECEIVED QUANTITY EXCEPT AS NOTED

20. RECEIVER'S VOUCHER NO.

21. TOTAL WEIGHT

22. TOTAL CUBE

23. TOTAL

24. FEDERAL STOCK NUMBER, DESCRIPTION, AND CODING OF MATERIAL AND/OR SERVICES

25. UNIT ISSUE

26. QUANTITY REQUESTED

27. SUPPLY ACTION

28. TYPE OF CONTAINER

29. UNIT PRICE

30. TOTAL COST

31. OBJ. CL.

32. BUR. CONT. NO.

33. SUBAL LOT

34. AUTHORIZATION ACCT'S ACTIVITY

35. PROPERTY ACCT'S ACTIVITY

36. CONT. TRY

37. COST CODE

38. AMOUNT

39. 9140-00-286-8610 NAVY SPECIAL FUEL OIL

40. SUPPLEMENTARY ADDRESS: N60967

41. SIGNAL CODE: A

42. FUND CODE: 39

43. DD FORM 1149 (8-77)

44. REPLACES EDITION OF 1 MAY 56 WHICH MAY BE USED

45. SAN 0102-011-1001

46. ORIGINAL 89NP0154

Figure 5-7.—Example of a Requisition and Invoice/Shipping Document, DD Form 1149 (petroleum products).

LETTER REQUESTS

Letter requests occasionally may be used to obtain material for which the usual procurement documents are inapplicable or inappropriate. Generally, letter requests will be submitted only when a formal discussion of the material requirement is necessary. Their use may also be required by the cognizant systems command, bureau, office, or other inventory manager. In addition to item descriptions and quantities letter requests will include, as a minimum, a MILSTRIP document number (for each item), an authorized priority designator (or required delivery date), and applicable accounting data. When a letter request is submitted for material which is chargeable to the ship's OPTAR, a DD Form 1348 will be prepared as an obligation document.

UNIFORM MATERIAL MOVEMENT AND ISSUE PRIORITY SYSTEM (UMMIPS)

A vital part of the Military Standard Requisitioning and Issue Procedures (MILSTRIP) is the requirement to assign priorities as outlined in the Uniform Material Movement and Issue Priority System (UMMIPS). In the movement and issue of material, there must be a common basis to determine the relative importance of competing demands for resources of the logistics systems. These resources are transportation, warehousing, requisition processing, and material assets. The basis for expressing the military urgency of a requirement is the priority designator (PD), which ranges from 01 (highest) to 15 (lowest). The PD assigned to a requisition determines the time frame within which the requirement normally will be processed by the supply system. Except as prescribed in the NAVSUP P-485, the PDs to be used in Requisitioning material or services will be determined by the requisitioner's assigned force/activity designator (F/AD) and the applicable urgency of need designator (UND). The UND will be derived in accordance with the criteria found in the NAVSUP P-485. An activity's assigned F/AD, in conjunction with the UND applicable to the requirement, determines the appropriate PDs to be assigned in requisition documents. For detailed information on UMMIPS, refer to the NAVSUP P-485.

PROCUREMENT FROM SERVMARTS

A SERVMART is a self-service store operated by an ashore supply activity. It provides a ready supply of relatively low-cost items frequently required by

customers in the area. A SERVMART also stocks certain medical and dental supplies, that can only be obtained by authorized Medical or Dental Corps personnel. Each SERVMART issues a SERVMART Shopping Guide which lists the cognizance symbol, NSN, noun name, unit of issue, unit price, and storage location of each item stocked in the SERVMART. The self-service feature of SERVMARTs, as well as simplified requisitioning procedures, enables an ashore supply activity to realize substantial cost savings and let its customers obtain material quickly without preparing and submitting a separate requisition for each item. The range of material available, ease of requisition, and ready convertibility to personal use require that ashore supply management personnel rigorously monitor and control SERVMART shopping.

SERVMART PROCEDURES

A SERVMART Shopping List (SSL) (NAVSUP Form 1314) is used to list the items to be procured from a SERVMART. It provides the basis for preparation of each DD Form 1348 or NAVSUP Form 1250-1 money value only (MVO) required for such procurements. See figure 5-8 and 5-9 for examples of documents used to procure items from SerVMart.

Mandatory Requirements

The use of the SERVMART Shopping List (SSL) (NAVSUP Form 1314) is mandatory in all procurement actions from SERVMART. NAVSUP Form 1314, in conjunction with DD Form 1348 (MVO) or NAVSUP Form 1250-1 (MVO) are the only procurement forms authorized. Refer to the NAVSUP P-485 for detailed guidance in the use of these forms for SERVMART procurement.

Documentation by Material Category

One SSL in triplicate and one supporting DD Form 1348 or NAVSUP Form 1250-1 (MVO) are required to be prepared for each category of material that is to be procured from a SERVMART.

Procurement of Material in Bulk Quantities

Since larger ships often require quantities of material which would exceed amounts reasonably expected to be stocked on-the-shelf, many SERVMARTs provide a bulk issue service. This service is designed to provide the quantities necessary to fill smaller customer needs. However, SERVMARTs

DOC. IDENT. 1	ROUT. IDENT. 2	FSC 3	STOCK NUMBER 4	QUANTITY 5	DOCUMENT NUMBER 6	REQUISITION DATE 7	SERIAL 8	SUPPLEMENTARY ADDRESS 9	DISTRIBUTION POINT 10	PROJECT 11	PER. REL. DATE 12	STATUS 13
SEND TO: N00244 NSC, SAN DIEGO SERVMART						REQUISITION IS FROM: R82192 USS JOHN PAUL JONES (DDG-32)						
A	B	C	D	E	F	G	H	I	J	K	L	M
DOC. IDENT. 1	ROUT. IDENT. 2	FSC 3	STOCK NUMBER 4	QUANTITY 5	DOCUMENT NUMBER 6	REQUISITION DATE 7	SERIAL 8	SUPPLEMENTARY ADDRESS 9	DISTRIBUTION POINT 10	PROJECT 11	PER. REL. DATE 12	STATUS 13
R82192	0080	8678	3	1	1	1	1	1	1	1	1	1
REMARKS	TOTAL COST LIMITATION \$180.00	LT I. L. GARNER, SC, USN	AUTHORIZED SHOPPER:	D. M. TIDWELL, YNSN, USN								

Figure 5-8. Example of a DD Form 1348 SERVMART procurement document.

1. REQ. DATE	2. DEPT. NO.	3. URGY	4. RDD	5. LOCATION	6. SIM NON-SIM	7. ISSUE DATE	8. REGN. NO.
8. NOUN NAME OR REF SYM	9. FPR	10. APLAELCID	11. INQTY	12. NIS NNC	13. OBL AMT	14. POSTED	15. SR (REQN O/S)
16. JOB CONTROL NUMBER	17. EQUIP COSAL SUPPTD	18. URG	19. MART	20. OPTAR LOG	21. SR (ISSUE)	22. FUND	23. FUND
R 20785	STOCK	GP	1	1,500	MVO	NC	
24. REMARKS	25. QUANTITY	26. UNIT PRICE	27. EXTENDED PRICE	28. FUND	29. APPROVED BY:	30. RECEIVED BY:	
TOTAL COST LIMITATION \$180.00	M.A. JIMENEZ, ENS, SC, USN	AUTHORIZED SHOPPER: A.M. YASKALIS, SK3, USN					

Figure 5-9. Example of a NAVSUP Form 1250.1 SERVMART procurement document.

are not designed to be the source of supply for long term requirements or predeployment loadouts. The use of SERVMARTs to fill such needs is not authorized.

For detailed information on the separation of these documents and DTO material requests, refer to NAVSUP P-485.

PICKUP OF MATERIAL

The Storekeeper or other person designated to pick up material at a SERVMART is responsible for the following actions:

- If the total quantity requested is obtained, circle the quantity indicated on the SSL. If only a

partial quantity is available, line out the requested quantity and enter and circle the quantity obtained. If the item is not available in any quantity, line out the requested quantity and enter "NIS" in the "Qty" column.

- Correct the SSLs, when necessary, to reflect current prices, stock numbers, and units of issue of items obtained.
- Group and check out the items obtained by material category (i.e., a separate group of items for each DD Form 1348 or NAVSUP Form 1250-1). As each group of items is checked out, give the original DD Forms 1348 (MVO) or

NAVSUP Forms 1250-1 (MVO) to the SERVMART clerk, and obtain from the clerk a separate adding machine tape for each DD Form 1348 or NAVSUP Form 1250-1 presented.

- Prior to leaving the SERVMART, reconciled any differences between the prices listed in each adding machine tape or Electronic Point of Sale (EPOS) tape and those indicated in the applicable SSLs.

If requested items were not available at the SERVMART and the unavailable items are still required, MILSTRIP requisitions for the required item will be prepared and submitted through normal supply channels.

SPECIAL REQUISITIONING INFORMATION

Thus far, you have learned how requisitions are prepared and submitted for routine requirements determined by the supply officer or head of other departments. Not all requisitions, however, are routine. For some, special handling or additional information is required.

TRANSFER FROM OTHER SHIPS

Emergency requirements may be obtained from ships other than supply ships and tenders if the material is available and can be spared. The request may be made on a DD Form 1348, NAVSUP 1250-1, or by message and should contain the same incarnation as a requisition to a supply activity except that the routing identifier is left blank. If the requested material is not available for issue, the requisition is returned to the requisitioner since ships do not hold requisitions on backorder for later issue.

EQUIPAGE

Equipage is a term applied to items that are not consumed in use, and usually are of greater value and have a longer useful life than supplies.

There are two categories of equipage: controlled equipage and other equipage.

Equipage allowances are established in the COSAL Stock-Number Sequence List-Operating Space Items (SNSL-OSI), COSAL parts I and II, and instructions and publications issued by commands and offices. The COSAL allowances were discussed in chapter 3 and are the most frequently referred to. The heads of departments are responsible for submitting requests for equipage requirements to the supply officer, who then requisitions the needed items.

Equipage that is not controlled is procured in the same manner as other operating space items. The allowance is intended as a guide and the quantity on board is determined by need and OPTAR availability. When a request is received from a department head, the supply officer submits the requisition direct to the supply activity.

Selected items are designated controlled equipage and require increased management afloat due to anyone or a combination of the following:

1. Essential for the protection of life, or
2. relatively valuable and easily converted to personnel use.

NAVSUP P-485 contains a list of items designated as controlled equipage. The type and quantity of controlled equipage on the ship's allowance list are mandatory allowances. Ships should carry a full allowance of these items at all times. Since each ship has a definite allowance, deficiencies or shortages can be determined and are budgeted separately in the ship's OPTAR.

When an item of controlled equipage is lost, damaged or otherwise unfit for use, it should be replaced promptly provided funds are available. Such replacement of missing or unserviceable controlled equipage must be substantiated by a survey and accompanied by a NAVSUP Form 1250-1.

Requests for deficiencies are submitted to the supply officer on NAVSUP Form 1250-1 by the head of department having custody of the controlled equipage. Upon receipt of the above issue requests, procurement documents are prepared by supply on either DD Form 1348 or DD Form 1348-6 in accordance with NAVSUP P-485. These requisitions are then submitted directly to the supply activity without approval of higher authority.

When controlled equipage is required in excess of allowance for a particular operation or short period of time, an in-excess requisition maybe submitted to the TYCOM (type commander) for approval. The requisition is submitted with a letter of transmittal which should state the circumstances of the need.

If additional controlled equipage is needed on a permanent basis, an Allowance Change Request must be submitted to the authority that established the allowance. The request should include the allowance list reference, quantity allowed, additional quantity needed, and the reason for that need. The request is submitted via the chain of command and no

procurement action may be taken until the increased allowance has been approved. However, if the requirement is considered to be an emergency, a requisition may be submitted to a supply activity with the approval of a superior in the chain of command.

INSTALLED EQUIPMENT

Procurement of installed equipment is the responsibility of and controlled by:

1. Naval Electronics Systems Command—Electronic Equipment
2. Naval Sea Systems Command—Ordnance Equipment.
3. Equipment and machinery for ship's operation Naval Sea Systems Command—Equipment and machinery for ship's operation.

Letter requests for installed equipment are submitted by the commanding officer. A requisition number must be assigned to these requests by the supply officer.

Initial Equipment Installation

Most new equipment is installed during a shipyard overhaul. The additional repair parts required are added to the Stock-Number Sequence List-Storeroom Items (SNSL-SRI) by personnel in the shipyard Supply operations Assistance Program/ILO team. When new equipment is installed between overhauls, supply personnel must submit a Configuration Change Report to Navy Ships Parts Control Center (SPCC). SPCC will furnish the Allowance Parts List (APL) which supports the equipment. The supply officer is responsible for adding the allowed repair parts from the APL to the SNSL-SRI and for ordering many deficient items.

Some specialized equipment may be received with boxed sets of repair parts that are retained by the department. Replenishment of these parts is done on the basis of a DTO request from the department as the parts are used.

AMMUNITION

The basic policy and requisition procedures for ammunition are contained in Commander Surface Force instructions. Although the supply officer is not responsible for preparing or following up on ammunition requisitions, he will assist the weapons officer, when requested, in preparing the proper documents.

MANDATORY TURN-IN REPAIRABLE

Mandatory turn-in repairable (MTRs) are high-cost items that cannot be repaired on board. They are shipped to the nearest designated repair facility. These items are procured and managed by the applicable inventory manager on the assumption that unserviceable repairable will be shipped promptly so they can be repaired and placed in supply system stock for reissue. In effect, repair becomes a substitute for procuring replenishment system stock. For this reason, control of unserviceable repairables is as important to the Storekeeper as the control of serviceable material.

Mandatory turn-in repairable are identified by the Material Control Code (MCC) appearing in the ML-1 and in the Master Repairable Item List (MRIL) (NAVSUP Publication 4107). These codes are E, G, H, Q, or X. Most mandatory turn-in repairables are assigned MCC "H"; the other MCCs apply to repairables that require special controls and handling. MCC definitions are found in NAVSUP P-4107.

Advice Codes

Advice codes must be assigned to all requisitions for mandatory turn-in repairable items. Generally, advice code 5G will be cited in replacement requisitions. Advice codes are found in NAVSUP P-485.

These advice codes have precedence over any other advice code that may apply applicable to the requisition. When it is necessary to include additional advice codes in a requisition for a mandatory turn-in repairable, it is entered in the "Remarks" field, and the appropriate document identifier for indicating exception data (A0E or A05) must be entered in CC 13.

Requisition Document Numbers

Requisitions for replacement of mandatory turn-in repairable must contain the same document number as the turn-in document of the unserviceable repairable that was shipped to the designated repair facility.

Requisition Priorities

Requisitions for mandatory turn-in repairable will be assigned priority 06 unless the urgency of need justifies a higher priority.

The determination of requirements for bunker fuel is the responsibility of the engineering officer. The engineering officer advises the supply officer of the quantity required and the time delivery is desired. Determining requirements of cargo fuel aboard an oiler rests with the cargo officer, who informs the supply officer of the quantities required and the time delivery is desired. Fuel is requisitioned on DD Form 1149.

The only standard limitation on the maximum quantity of bunker fuel that a ship may take is the NAVSEA safety factor of 95% of the rated bunker capacity. Local limitations may be imposed on ships returning to ports in continental United States by the CNO area coordinator or base commander.

FORMS AND PUBLICATIONS

Forms are requisitioned in the same manner as any other consumable material on DD Form 1348.

Publications (identified by cognizance symbol 01) are not carried in a stores account and are issued without charge. Therefore, signal code "D" or "M" (no billing required), as appropriate, is entered in CC 51, and the fund code, CC 52—53, is left blank.

Special requisitioning instructions, approval requirements, and restrictions are indicated in the Requisition Restriction (RR) column of the Navy Stock List of Forms and Publications.

SHIP'S STORE OR SUBSISTENCE STOCK

When normal supply sources are not available and general stores stock is exhausted, ship's store or subsistence stock may be transferred to ship's use. For example, cornstarch transferred from subsistence stock for use in cleaning the boilers or flashlights transferred from ship's store to general use.

Such transfers are made on DD Form 1149 and are charged to the ship's OPTAR (funds available for operation of the ship). Complete accounting data must be shown on the transferring DD Form 1149 for both the charge and the credit.

MISCELLANEOUS MATERIAL AND SERVICES

Refer to NAVSUP P-485, when procuring services, ecclesiastical material, boat letters, books, ice, typewriters, newspapers, printing, rubber stamps, local tunnel tickets, and other miscellaneous material. The

procurement action varies with the type of service or material.

REQUISITION FILE MAINTENANCE

Requisition file maintenance begins when a requisition is prepared and the hardback copy of the procurement document is placed in the material outstanding file (MOF). When the material ordered has been received or canceled, the requisition document, with a copy of the receipt document, is placed in the material completed file (MCF). The cycle ends when the charge has been cleared through the Defense Finance and Accounting System (DFAS) at San Diego or Norfolk and reported to your ship. The steps in between are largely dependent upon the volume of requisitions prepared and the procedures used in your office. In this section we will only discuss the MOF and how it is used.

MATERIAL OUTSTANDING FILE

The majority of procurement documents are DD Form 1348s. The file is usually maintained in a card file. The cards should be maintained in document number sequence. The hardbook copy of DD Form 1348 is the material outstanding file copy.

The DD Form 1149 is attached to the hardbook copy of the DD Form 1348 that was prepared as an obligation document. The procedures are found in NAVSUP P-485.

SUPPLY STATUS

The frequency and type of status is determined by the Media and Status (M & S) code assigned to the requisition. The purpose of status is to keep you informed of the action(s) being taken by supply activities to furnish the requested material.

Supply status usually is received on DD Form 1348m or a General Purpose Detail Card which is punched and interpreted similarly to that shown in figure 5-11.

Supply status may also be received by message on high-priority requisitions. It is similar in format to a message requisition.

It is here that the importance of the document identifier code is evident. The DD Form 1348m has many uses, and in order to accurately interpret the information show the purpose of the card must be

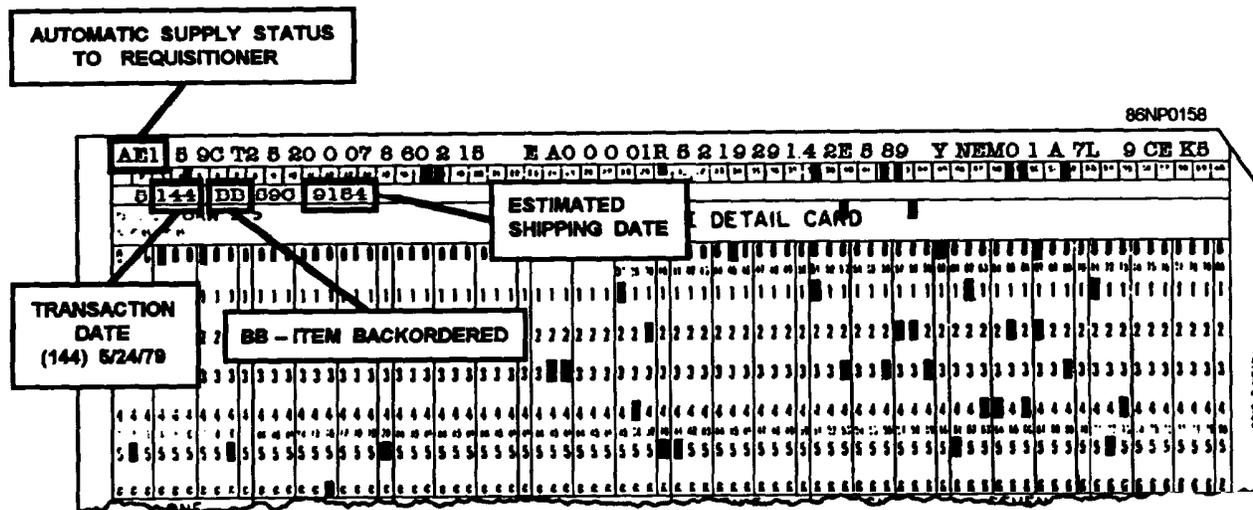


Figure 5-11.—Example of a supply status card with upper and lower line interpretation.

known. The three document identifiers you will most frequently use on the DD Form 1348s you prepare are:

1. A0—Requisitions
2. AC1—Cancellation request
3. AF1—Followup

You will receive supply status with several different document identifiers, of which the following are the most common:

1. AE1—Automatic supply status
2. AB1—Direct delivery supply status
3. AS1—Automatic shipment status

The automatic supply and shipment status is furnished as requested by the M&S code on the requisition.

When status cards are received they should be reviewed as soon as possible to detect requisitions that have been canceled. The status codes inform you of the action being taken and are found in the NAVSUP P-485. Cancellations should be called to the attention of the supply officer so that, if the material is still required, new procurement action may be taken. The other status cards, representing passing action, backorders, shipping status, and so forth, should be attached to and filed with the hardback copies of the related requisitions in the MOF. Thus, at any time, you can determine the current status of a requisition by referring to the filed status cards.

Figure 5-12 has an example of a MILSTRIP requisition and various status cards pertaining to it. In this case, M&S code "T" was used, which requests 100% supply status plus shipping status. The routing identifier following the document identifier on status cards identified the activity providing the status.

The advice/status code in CC 65-66 tells you what the requisitioner is doing. The routing identifier following it is the activity holding the requisition after the action is completed. i.e., for BB and BH status codes the holder remained the same, but for BM it tells to whom the requisition was passed. On supply status cards, the date the action was taken is shown in CC 62-64 as a three-digit Julian date (year not shown). The muting identifier of the requisition holding activity is entered in CC 67-69. The estimated shipping date, when appropriate, is included in CC 70-73. The current unit price is shown as a seven-digit number in CC 74-80.

The shipping status cards show the routing identifier of the activity shipping the material in CC 4-6. The date it was shipped by a three-digit Julian date in CC 57-59, and the mode of shipment as a one-character code in CC 77. Additional information on shipments may be shown when shipments are made by other than parcel pmt. Mode of shipment codes are listed in the NAVSUP P-485.

REQUISITION FOLLOWUP

When material or status has not been received by the standard delivery date or the required delivery date

Figure 5-12.—Examples of a MILSTRIP requisition and supply status cards.

(if shown in CC 62—64 of the DD Form 1348), you may submit a followup to determine status. The standard delivery date is computed by adding the authorized UMMIPS delivery time to the Julian date of your requisition. The followup may be submitted on DD Form 1348 (2-part) or by message.

In either case, document identifier AF1 and the routing identifier for the last known holder of the requisition are assigned. The balance of the followup is identical to the original unless part of the material has

already been received. In figure 5-12, if status or material has not been received from NOZ within the time allotted, the followup would be for 2 EA and not 6 EA as appearing on the original requisition. The original followup is sent to the activity indicated by the routing identifier and the copy of a copy of the message filed with the outstanding requisition. If the followup message includes multiple document numbers, the hardbook copies of the related requisitions in the MOF is annotated to indicate the DTG of the message.

The supply activity then furnishes the current status of your requisition.

When taking followup action on a requisition for urgently needed material for which the standard delivery date or required delivery date is past with no status received, document identifier AT—may be used instead of AF1. This tells the supply activity that if they have no record of the original requisition, to process the followup as a requisition. This could preclude the need for another requisition if response to an AF1 followup should be “no record of your requisition.” However, it may also result in duplicate shipment and billing.

REQUISITION CANCELLATION

When material is no longer required, a cancellation request should be sent to the last known holder of the requisition. It is prepared in the same manner as a followup except that a document identifier in the AC-series is used. Submission of a cancellation request does not guarantee cancellation of the requisition. If the supply activity has already released or shipped the material, the requisition cannot be canceled. For this reason, you should not consider a Requisition canceled until confirmation is received from the supply activity.

MATERIAL OBLIGATION VALIDATION (MOV)

Periodically, supply activities review all requisitions held on backorder and for those considered overage, they Prepare a backorder reconciliation for each requisitioner. When you receive an MOV request, the cards or listing should be checked against your records and a report made in accordance with the instructions included with the request. The reconciliation serves several purposes of which the following are of interest to you:

- current status of outstanding requisitions
- cancellation of old requisitions for material no longer needed by your ship
- correction of files maintained by the supply activity requesting the reconciliation

REQUISITION MODIFIER

A requisition modifier document maybe initiated by the requisitioner, supplementary addressee, or monitoring office, to modify the priority designator, required delivery date, media and status code, and/or

distribution code of a previously submitted requisition when.

- Force/activity designator (F/AD) is upgraded or downgraded
- Urgency of the requirement increases (except for CASREPT) or decreases due to unplanned or unforeseen conditions

The project code may also be modified if the outstanding requisition is held by a NAVY activity. When material on order is required to satisfy a CASREP, the outstanding requisition will not be modified. A NORs requisition must be submitted for the CASREP requirement.

PURCHASE

Purchase actions are normally taken by a shorn activity as a result of ships' requisitions. However, ships' supply officers and commanding officers of ships without Supply Corps officers may obtain requirements for supplies or services by purchase on the open market when all of the following conditions exist:

1. There is an immediate and urgent requirement for authorized supplies or services.
2. The supplies or services are not available at the local supply support activity.
3. Time is of the essence and scheduled operations will not permit procurement through Navy shore-based purchasing activities.

Other purchase restrictions may be imposed by the senior officer present afloat (SOPA), particularly when in foreign ports.

When authorized by the type commander, the supply officer may make routine purchases of supplies and services when the value does not exceed \$25,000 and all of the following conditions exist:

1. The supplies or services are not available at the local supply support activity.
2. Supply department complement is sufficient to handle the additional workload involved without detrimental effects.
3. The supply officer is reasonably familiar with the local market area in the vicinity where the ship is located
4. All transactions are made by an approved small purchase method providing for immediate delivery of material purchased.

RESTRICTIONS

Activities afloat, either in the United States or foreign ports, may not purchase the following materials without the specific authority from the cognizant bureau or command:

1. Material in excess of allowance except properly approved emergency requirements.
2. Boats.
3. Books for the ship's library.
4. Forms, commercial printing, binding, blank bookwork.
5. Technical ordnance articles.
6. Printing equipment and machinery.
7. Automotive equipment.
8. Transportation facilities, equipment material, parts; and supplies required for domestic transportation.

METHODS OF PURCHASE

Purchases afloat are made by one of the following methods:

1. Purchase order for purchases not in excess of \$25,000 (in CONUS) not in excess of \$50,000 (out CONUS).
2. Imprest fund for cash purchases when the amount does not exceed \$500.
3. Orders under indefinite delivery-type contracts and blanket purchase agreements (BPAs) that have been negotiated by ashore activities.

A single requirement may NOT be divided into more than one purchase action for the purpose of avoiding the monetary limitations stated above. Each of the above methods is discussed in the following paragraphs.

Procedures for purchases by ashore activities are provided in NAVSUPINST 4200.85.

OBLIGATION DOCUMENT

When a purchase is made under any of the above procedures that is chargeable to the ship's OPTAR, a DD Form 1348 is prepared as an obligation document. The hardback copy of the DD Form 1348 is attached to a copy of the purchase document and placed in the MOF. The green copy of the DD Form 1348 is placed in OPTAR document holding file 1 by ships that submit

budget/OPTAR needs, or promptly forwarded to the OPTAR holding activity by ships that do NOT submit budget/OPTAR reports. The original and remaining copies are discarded.

PURCHASE ORDER

The purchase order method will be used for purchases in the open market up to the purchasing authority as authorized by the cognizant type commander. (Purchase orders will not exceed \$50,000 except as specified in the NAVSUPINST 4200.85). The material or services included in a single purchase order number will be chargeable to the same fund code (e.g., the purchase order will include all repair parts or all services but not both). See figures 5-13A, 5-13B, and 5-13C for example of the forms to be used. Use the NAVSUP P-485 for guidance and purchase orders.

The DD Form 1155, with the 1155r or 1155r-1 is distributed as are specified in the NAVSUP P-485.

IMPREST FUNDS

The imprest fund is a simple and economic method of making purchases of \$500 or less. It is a cash fund and operates much like the petty cash fund used by private industry. It is, in effect, a miniature revolving fund. The fund is reduced as purchases are made. When the reimbursement voucher is prepared the ship's OPTAR is charged for the amount spent and the money returned to the imprest fund.

Authority

Upon the written approval of the type commander, ships may establish an imprest fund. The supply officer, establishes the fund in writing. The maximum amount for the fund and designation of imprest cashier to act as custodian of the fund must be included. The amount of the fund should be based on anticipated purchases, normally not to exceed \$1,000 and no less than \$500. A greater amount must be approved by the type commander and authorized by NAVSUP. A review should be made quarterly to determine if there is a continuing need for the fund and if the amount of the fund is greater than necessary. Any officer or enlisted member attached to the supply department may be designated as imprest fund cashier unless they are performing disbursing duties.

(FRONT)

<input checked="" type="checkbox"/> CHECKED FOR APPLICABLE	<input type="checkbox"/> REQUEST FOR QUOTATIONS NO.	PAGE 1 OF 1														
<input checked="" type="checkbox"/> ORDER FOR SUPPLIES OR SERVICES		COPIES OF THIS QUOTE BY														
CONTRACT/PURCHASE ORDER NO.		DATE OF ORDER														
DELIVERY ORDER NO.		81 Aug 01														
ISSUED BY		852192-1213-1069														
USS JOHN PAUL JONES (DDG-32) FPO San Francisco, CA 96601		DELIVERY TO														
CONTRACTOR/QUOTER		DELIVERY TO FPO POINT BY														
MARINE SUPPLIES, INC. 711 SUITER AVENUE SAN FRANCISCO, CA 94109		81 Aug 02														
NAME AND ADDRESS		DELIVERY TO FPO POINT BY														
		2.00% 15 Days														
14 SHIP TO		15 PAYMENT WILL BE MADE BY														
SUPPLY OFFICER USS JOHN PAUL JONES (DDG-32) PIER #19, MARITIME WHARF #7 SAN FRANCISCO, CA 96601		N60957 FAADCPAC SAN DIEGO, CA 92132														
16 DELIVERY																
This delivery order is subject to instructions contained on this side of form only and is issued on another Government agency or in accordance with and subject to terms and conditions of the numbered contract.																
17 PURCHASE																
Reference your Phone quote of 81 Jul 31 furnish the following on terms specified herein, including for U.S. purchases and delivery as indicated. This purchase is negotiated under authority of 10 USC 2304(a) (2) or as specified in the schedule if within the U.S., or otherwise, under 2304(a) (2).																
18 CHECKED																
Additional General Provisions apply; Supplier shall sign "Acceptance" on DD Form 1155 and return																
ACCOUNTING AND APPROPRIATION DATA - ACCOUNT NO CLASSIFICATION (REV 1 69)																
Item No	Appropriation Symbol and Budget	Dis. Class	Bureau Code No	Sub. Item	Auth. Acctg. Act's	Type	Priority Acctg. Act's	Com. Inv.	Cont. Code	Amount						
ALL	1711804.702D	000	53824	0	060957	2D	R52192		0012131069NR	\$173.00						
19	SCHEDULE OF SUPPLIES/SERVICES								20	QUANTITY ORDERED OR ACCEPTED	21	UNIT	22	UNIT PRICE	23	AMOUNT
1.	Valve, fueling, bronze, standard threads, complete with bronze brushing, catalog #23R15742								00001	EA		\$160.50		\$160.50		
2.	Gasket, Fueling Valve								00001	SE		12.50		12.50		
24 UNITED STATES OF AMERICA										25	TOTAL	173.00				
BY LT. R.S. SEARS, SC, USN										26	DIFFERENCES					
27 QUANTITY IN COLUMN 20 HAS BEEN										28	SHIP NO					
<input type="checkbox"/> INSPECTED <input type="checkbox"/> RECEIVED <input type="checkbox"/> ACCEPTED AND CONFORMS TO THE CONTRACT AS NOTED										29	DD VOUCHER NO					
29 CERTIFY that this account is correct and proper for payment										30	PAYED BY					
31 RECEIVED AT										32	TOTAL CONTAINERS					
33 DATE RECEIVED										34	SHIP ACCOUNT NUMBER					

DD FORM 1155 (8C) PREVIOUS EDITION IS OBSOLETE

Form Approved by Comptroller General, U.S. 21 Mar. 68
Exception to 24 18 under 32500 Approved by Budget Bureau Dec. 68
S/N 8102 L F 811 3102 86NF0160

Figure 5-13A.—Example of a DD Form 1155 Order for Supplies or Services/Request for Quotations.

Advance of Funds

A signed copy of the letter appointing the imprest fund cashier is furnished to the disbursing officer, at which time the disbursing officer advances the authorized amount of the fund to the cashier.

Security of Cash and Receipts

To prevent theft or unauthorized use, imprest funds (both cash and receipts for amounts paid out and not yet reimbursed) must receive the same security as that given other public monies. See *NAVCOMPT Manual*, Volume 4 for detailed policy and procedural guidance.

DD FORM 1155r-1 <small>PREVIOUS EDITIONS ARE OBSOLETE</small>	
THIS PARAGRAPH APPLIES ONLY TO QUOTATIONS SUBMITTED.	
<p>The United States Government reserves the right to examine quotations or modifications thereof received after the date indicated should such action be in the interest of the United States Government. There is no charge for information and questions furnished on and off office. This quoting clause items 11, 12, 23, 28. If you are unable to quote, please so advise. This request does not commit the United States Government to pay any cost incurred in the preparation or submission of this quotation or to prepare or contract for supplies or services.</p>	
GENERAL PROVISIONS	
<p>1. INSPECTION AND ACCEPTANCE - Inspection and acceptance will be at destination, unless otherwise specified. Shipment delivery and acceptance, and other any objections, such as loss will be on the contractor unless loss results from negligence of the United States Government. Re-inspection of the requirements for any Government inspection and test contained in specifications applicable to this contract, except where specialized inspection tests are specified for performance solely by the Government, the contractor shall perform or have performed the inspection and tests required to substantiate that the supplies and services provided under the contract conform to the drawings, specifications and contract requirements listed herein, including if applicable the technical requirements for the manufacturer's post issuance approved herein.</p>	
<p>2. VARIATION IN QUANTITY - The variation in the quantity of any item called for by this contract will be accepted unless such variation has been caused by quantities of shipping, shipping, or packing, or differences in manufacturing processes, and then only to the extent, if any, specified elsewhere in this contract.</p>	
<p>3. PAYMENTS - (a) Invoices shall be submitted in quadruplicate form every month for "shipments" in those instances specified, and shall contain the following information: Contract or order number, item number, contract description of supplies or services, dates, quantities, and prices (exclusive of taxes or duties for which label is furnished) and extended totals. (b) If of ledger number and weight of shipment will be shown for shipments to United States Government (Title of Ledger or Invoice number). Unless otherwise specified, payment will be made in partial deliveries accepted by the United States Government when the amount due on such deliveries is \$500.00. (c) The Contractor will list on the final invoice by item, rate and total amount, all taxes or duties included from the contract price.</p>	
<p>4. DISCOUNTS - Discount rate will be computed from the day following the date of delivery at place of acceptance or from receipt of direct invoice at the office specified by the United States Government, whichever is later. Payment to be discount purposes, when such is made.</p>	
<p>5. DISPUTES - (See Article 1)</p>	
<p>6. UNITED STATES OFFICIALS NOT TO BENEFIT - No member of, or delegate to, the Congress of the United States of America, or resident commissioner of the United States of America shall be selected as any item or part of this contract, or to any benefit that might accrue therefrom, but this provision shall not be construed to exceed to this contract if made with a reservation for the general benefit.</p>	
<p>7. GOVERNMENT AGENCIES COMBINATION FEES - The contractor warrants that no person or selling agency has been employed or retained to solicit or secure this contract upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or bona fide established commercial or selling agencies mentioned by the Contractor in the purpose of securing business. If a breach or violation of this warranty the United States Government shall have the right to cancel this contract without liability, or in its discretion to deduct from the contract price or consideration, or otherwise recover, the full amount of such commission, percentage, brokerage, or contingent fee.</p>	
<p>8. GRATUITIES - (a) The United States Government may, by written notice to the Contractor, terminate the right of the Contractor to proceed under this contract if it is found, after notice and hearing, by the Secretary in his duly authorized representative, that gratuity in the form of compensation, gift or otherwise was offered or given by the Contractor, or any agent or representative of the Contractor, to any officer or employee of the United States Government with a view toward procuring a contract or securing favorable treatment with respect to the awarding or awarding, or the making of any determination with respect to the performance of such contract. Provided that the contractor of the facts upon which the Secretary or his duly authorized representative makes such findings shall be in issue and may be reviewed in any court of law. (b) In the event this contract is terminated as provided in paragraph (a) hereof, the United States Government shall be entitled (1) to recover the same remedies against the Contractor as if such person in the event of breach of the contract by the Contractor, and (2) to a priority in addition to any other damages to which it may be entitled by law, in respect to damages in an amount (as determined by the Secretary or his duly authorized representative) which shall be not less than three times the amount of the costs incurred by the Contractor in providing any such gratuity to any such officer or employee. (c) The rights and remedies of the United States Government provided in this clause shall not be exhausted and no other rights and remedies provided by law or under this contract.</p>	
<p>9. RENEGOTIATION - This contract, and any subcontract hereunder, shall be subject to the extent required by law, to the Renegotiation Act of 1951 (50 U.S.C. APP 1211, or any law so amended. However, the intention of the Contractor is to generally use that a contract, wholly produced outside the United States, its possessions, and Puerto Rico which is with an individual who is not, or with a partnership, in part various whose members are not,</p>	
<p>outside of the United States, or ... with a corporation or organized under the laws of the United States or any state or possession thereof, or Puerto Rico, or not owned by U. S. nationals, is exempt from this act.</p>	
<p>10. TAXES - (a) The contract price, including the price in any subcontracts hereunder, does not include any tax or duty which the Government of the United States and the Contractor's Government have agreed shall not be applicable to supplies made by the United States in the Contractor's country, or any tax or duty from which the Contractor, or any subcontractor hereunder, is exempt under the laws of the Contractor's country. If any such tax or duty has been included in the contract price, through error or otherwise, the contract price shall be correspondingly reduced. (b) If for any reason after the contract date, the Contractor is subjected to a tax or duty in part from the payment of any tax or duty included in the contract price, the contract price shall be correspondingly reduced.</p>	
<p>11. EXAMINATION OF RECORDS - The following clause is applicable only to orders which exceed \$2,000 in aggregated total currency, and to the extent required by the laws and regulations of the U.S.</p> <p>(a) The Contractor agrees that the Comptroller General of the United States or any of his duly authorized representatives shall, until the expiration of three years after final payment under this contract, have access to, and the right to examine, any directly pertinent books, documents, papers, and records of the Contractor, including transactions related to this contract.</p> <p>(b) The Contractor further agrees to include in all his subcontracts hereunder a provision to the effect that the subcontractor agrees that the Comptroller General of the United States or any of his duly authorized representatives shall, until the expiration of three years after final payment under the subcontract, have access to, and the right to examine any directly pertinent books, documents, papers, and records of such subcontractor, including transactions related to the subcontract. The term "subcontractor" used in the clause includes (1) purchase orders not exceeding \$2,000 and (2) subcontractors or purchase orders for public utility services or other construction for uniform applicability to the general public.</p>	
<p>12. ASSIGNMENT - This Purchase Order may not be assigned.</p>	
ADDITIONAL GENERAL PROVISIONS	
<p>13. CHANGES - The Contracting Officer may at any time, by a written order, and without notice to the contractor, make changes, within the general scope of this contract, in (1) drawings, designs, or specifications, when the supplies to be furnished are to be specially manufactured for the United States Government in accordance therewith, (2) method of shipment or packing, and (3) place of delivery. If any such change causes an increase or decrease in the cost of, or the time required for performance of this contract, whether changed or not changed by any such order, an equitable adjustment shall be made by written modification of this contract. Any claim by the Contractor for adjustment under this clause must be asserted within 30 days from the date of receipt by the Contractor of the notification of change provided that the Contracting Officer, if he decides that the facts justify such action, may require and act upon any such claim if asserted prior to final payment under this contract. Failure to agree to any adjustment shall be a dispute concerning a question of fact within the meaning of the clause of this contract entitled "Disputes." However, nothing in this clause shall prevent the Contractor from proceeding with the contract as changed.</p>	
<p>14. TERMINATION FOR DEFAULT - The Contracting Officer, by written notice, may terminate this contract, in whole or in part, for failure of the Contractor to perform any of the provisions hereof. In such event, the Contractor shall be liable for damages, including the excess cost of procuring similar supplies or services, provided that, if (1) it is determined for any reason that the Contractor was not in default or (2) the Contractor's failure to perform is without fault or the subcontractor's control, fault or negligence, the termination shall be deemed to be a termination for convenience under paragraph 15.</p>	
<p>15. TERMINATION FOR CONVENIENCE - The Contracting Officer, by written notice, may terminate this contract, in whole or in part, when it is in the best interest of the United States Government. If this contract is so terminated and is so terminated, the Contractor shall be compensated in accordance with Section VIII of the Armed Services Procurement Regulations, in effect on the contract's date. To the extent that this contract is for services and is so terminated, the United States Government shall be liable only for payment in accordance with the payment provisions of this contract for services rendered prior to the effective date of termination.</p>	
ACCEPTANCE	
<p>The Contractor hereby accepts the offer represented by this numbered purchase order and any previously have been or is now modified, subject to all of the terms and conditions set forth, and agrees to perform the same.</p>	
<p>NAME OF CONTRACTOR</p>	
<p>ADDRESS</p>	
<p>TYPED NAME AND TITLE</p>	
<p>DATE</p>	
86NP0162	

Figure 5-13C.—Example of a DD Form 1155r-1 Order for Supplies or Services/Request for Quotations-Foreign.

be obtained. Simultaneous requirements of more than \$150, or \$300 under emergency conditions, may not be split into multiple purchase transactions to circumvent the prescribed monetary limitation for imprest funds.

2. The supplies or services are available immediately and cash payment will be made upon pickup or delivery.

Restrictions on Use

Imprest funds may not be used for any of the following purposes:

1. Cashing checks or other negotiable instruments.
2. Payment of transportation charges to common Carriers.

3. Purchase of money orders.
4. Purchase of supplies or services that with detailed specifications or require detailed technical inspection upon pickup or delivery.
5. Purchase of supplies or services that would not be authorized for purchase under general purchasing regulations.

Disbursements

Purchases from the imprest fund must be based on an authorized purchase request document (NAVSUP Form 1250-1, or DD Form 1348). These documents must be approved by the supply officer or his authorized representative. Normally, the purchase request document must be marked "imprest fund" and include the following information

1. Item name.
2. Estimated unit price and total price.
3. Vendor's name and address, if known.

The cashier may advance funds to the person authorized to make the purchase and obtain a receipt for the advance. The cashier may also reimburse a person for an authorized purchase made with his own money. In either case, the approval must be obtained before the purchase is made. Figure 5-14 shows an example of STD Form 1165 and describes its use as an interim receipt for money advanced and as a receipt for money spent. It is preferable to obtain the receipt for purchase on the vendor's own form (sales ticket, delivery ticket, or other similar document), but if this is not available, the STD Form 1165 may be used. If the vendor's form is used as the receipt for cash and the amount of the purchase exceeds \$15, the sales representative must certify the receipt. See the *NAVCOMP Manual*, Volume 4 for certification requests.

The supply officer or other designated person receives all items purchased through the imprest fund. Receipt is certified by receipt by dating and signing the vendor's receipt "Received and accepted." When practicable, a "designated person" should be someone other than the imprest fund cashier. The purchaser must return the receipt and any unused cash to the cashier as soon as possible. Then the cashier voids the interim receipt for cash and returns it to the purchaser. These receipts must be afforded the same security as cash.

The cashier should balance his funds daily to ensure that the total amount of the fund is accounted for, either in cash or purchase receipts.

Inspection and Verification

The imprest fund cashier may be required to account for the established balance of the fund at any time. The total cash on hand, paid vendors' receipts, unpaid reimbursement vouchers, and interim receipts for cash must equal the total amount of the fund. An unannounced inspection should be made quarterly. The commanding officer designates an individual to conduct the inspection. A report of the results of an inspection should be made promptly to the commanding officer.

Reimbursement

In order to maintain adequate controls over imprest funds a Reimbursement Voucher (Standard Form 1129) is prepared on an as-required basis. In no case should reimbursement be made more often than once a month if disbursements have been made.

Ships operating on extended cruises, when no disbursing officer is available, must prepare the STD Form 1129 immediately upon return to an area served by a disbursing officer if disbursements from the imprest fund were made during the period. Figure 5-15 shows an example of reimbursement voucher with one of the purchase receipts for which reimbursement is requested.

The imprest fund cashier prepares the STD Form 1129 in an original and the number of copies required by the disbursing officer who replenishes the fund. The obligation document number of each transaction is a required entry in the "Cost Code" column of the "accounting" section of the STD Form 1129. The completed STD Form 1129, with the original of each "paid" dealer's invoice or subvoucher and the original of each DD Form 1348 (MVO) attached, is submitted to the disbursing officer. The disbursing officer reimburses the imprest fund cashier for the amount of acceptable dealers' invoices or subvouchers received, and furnishes the cashier a "paid" copy of the STD Form 1129.

Refunds from Vendors

If a vendor refunds cash, the imprest fund cashier should follow the procedures found in NAVSUP P-485.

INTERIM RECEIPT TO BE COMPLETED AT TIME OF ADVANCEMENT OF CASH AND RETAINED BY IMPREST FUND CASHIER

DATE 7/23/83

Received of Imprest Fund Cashier \$20.00 for which I hold myself accountable to the United States.

Ray Bell
IMPREST FUND CASHIER (Print, etc)

RECEIPT FOR CASH--SUBVOUCHER
(To be used when funds are not available)

Received in cash from NINETEEN and 85 (1983) for the following:

QUANTITY	ARTICLE OR SERVICE	AMOUNT
1 EA	Braxing #73408	16.95
2 EA	Retaining NUTS	2.10

Vendor Acme Industrial Supply
Address 4474 Business St.
San Diego, Calif.

By *Ray Bell*
Title Imprest Fund Cashier
APPROPRIATION AND ACCOUNTING CLASSIFICATION

THE IMPREST FUND CASHIER WILL NUMBER EACH VENDOR'S RECEIPT (WHETHER DEALER'S BILL OR SUBVOUCHER PORTION OF STANDARD FORM 1129) AS A SUBVOUCHER

Subvoucher No. 4
Date 23 July 1983

MUST BE FILLED OUT IN INK OR INDELIBLE PENCIL

TO BE SIGNED BY SUPPLIER OR HIS AGENT

THIS PORTION OF FORM WILL BE COMPLETED AT TIME OF MAKING PURCHASE

TO BE SIGNED BY PERSON TO WHOM CASH IS ADVANCED

- STEP 1 - INTERIM RECEIPT PORTION COMPLETED AND SIGNED BY PERSON TO WHOM CASH ADVANCED. RETAINED BY IMPREST FUND CASHIER. SUBVOUCHER PORTION GIVEN TO INDIVIDUAL FOR USE AS DEALER'S BILL.
- STEP 2 - INDIVIDUAL MAKES PURCHASE AND OBTAINS EITHER A SIGNED DEALER'S BILL OR THE SIGNATURE OF THE SUPPLIER OR HIS AGENT ON THE SUBVOUCHER.
- STEP 3 - PERSON WHO MAKES PURCHASE RETURNS SIGNED RECEIPT OR DEALER'S BILL WITH UNUSED AMOUNT OF THE CASH ADVANCED TO IMPREST FUND CASHIER.
- STEP 4 - IMPREST FUND CASHIER VERIFIES DEALER'S BILL OR COMPLETED SUBVOUCHER AND RETURNS INTERIM RECEIPT, MARKED "VOID", TO INDIVIDUAL.

Figure 5-14.—Example of a Receipt for Cash-Subvoucher, STD Form 1165.

REIMBURSEMENT VOUCHER (Standard Form 1129, 7-1-63)

U.S. Department of the Army, **USG JOHN PAUL JONES DD-32**
(Department, bureau, or establishment)

Payee's name **REG(88) J.S. SEARS**
Mailing address **USG JOHN PAUL JONES DD-32**
c/o P.O. San Francisco, Calif. 96601

For payments made on account of official business as per attached subvouchers numbers **10** and reclaimed subvouchers numbers **20** inclusive, for the period **2 June 1958** to **8 June 1958**

AMOUNT: Dollars **95.00** Cents **00**

THIS VOUCHER: Unpaid Reimbursement Voucher (Date) **9 June 1958**
Unreimbursed Subvouchers: **NOT APPLICABLE**
Interest Receipts for Cash (Cash on Hand) **5.00**
BALANCE OF CASH ON HAND **100.00**

Approved: **J.S. Sears**, **9 June 1958**, **San Francisco, CA, USA**
Authorized Certifying Officer

Appropriation System and Bureau	Object Class	Business Category and B.P. Activity Div.	Agency Activity Activity	Type	Priority Act's Act's	Cost Code	Amount
1701804-702C	000	57017 0	060957	20	052192	0001 571 83208	57.50
						0001 571 84080	16.00
						0001 571 87208	21.50

Number of reimbursement checks desired: **1**

ALL ACCOUNTING CLASSIFICATION (Form 1-63)

Received in cash from **IMPREST FUND CASHIER USG DUARTE (DD-901)**
NINETEEN and **85** (19.85) for the following:

QUANTITY	ARTICLE OR SERVICE	AMOUNT
1 EA	Bearing #73408	16.95
2 EA	Retaining Nuts @ .445	2.90

Vendor: **Acme Industrial Supply**
Address: **4474 Business St. San Diego, Calif.**

86NP0164

Figure 5-15.—Example of an Imprest Fund Reimbursement Voucher (STD Form 1129) with supporting purchase receipts.

Records

Recordskeeping for the imprest fund must be kept to a minimum, consistent with the requirement that adequate controls be maintained.

VOUCHER CONTROL.— The imprest fund cashier maintains, a complete suspense file of all original sales documents and DD Forms 1165 for which reimbursement has not been made. When these vouchers are submitted to the disbursing officer for

reimbursement, a retained copy of the Standard Form 1129 is filed pending reimbursement and return of a "paid" copy of the Standard Form 1129 from the disbursing officer. The "paid" copies of Standard Forms 1129 returned by the disbursing officer should be filed in chronological order and retained for 2 years.

IMPREST FUND PURCHASE LOG.— A locally prepared imprest fund purchase log must be maintained by the imprest fund cashier to provide a record of each transaction. An example of the log is shown in figure 5-16.

ORDERING UNDER CONTRACTS

Supply activities ashore negotiate various type contracts with commercial vendors to provide material and services required by ships and activities. These are discussed in the following paragraphs.

Indefinite Delivery Contracts

An indefinite delivery contract exists when the terms and conditions that a supplier will deliver specified supplies or services in response to orders have been agreed to. The time of delivery is specified in the order rather than in the contract. At many ports arrangements have been made for ships to obtain supplies and services from commercial companies by

placing orders under indefinite delivery contracts for supplies and services such as:

- Rubber stamps
- Laundry and drycleaning services
- Fuel and lubricating oils
- Repair and cleaning of special clothing
- Repair of office machines

Ships and activities in the area are advised of these contracts by means of contract bulletins issued by the contracting office. The Order for Supplies or Service/Request for Quotation (DD Form 1155) is used to obtain delivery under contract. The order must include the contract number, discount terms, "X in the "Delivery" square, and schedule information. Figure 5-17 is an example of a DD Form 1155 prepared to obtain delivery of an item under an indefinite delivery-type contract.

Blanket Purchase Agreements

A blanket purchase agreement (BPA) is an arrangement with a vendor to furnish designated categories of material for a specific period of time. BPAs are made by shore supply activities. This method of effecting purchases in the open market provides an easy way to establish charge accounts with qualified

PURCHASE NO.	DATE	DEPT.	NOMENCLATURE	SUPPLIER	AMOUNT	REIMBURSEMENT VOUCHER NO.	OBLIGATION DOCUMENT NO.
16	5/27/83	ENG.	CEMENT, EPOXY	SEARS ROEBUCK, SAN FRANCISCO	18.50	62-70	3147-1796
17	5/29/83	SUP.	TONER	XEROX INC., SAN FRANCISCO	23.00	62-70	3149-1802
18	6/2/83	ENG.	FIRE HOSE NOZZLE	DEF. Co, SAN FRANCISCO	57.50		3153-1832
19	6/6/83	SUR	FACIMILE STAMPS	MUTH Co, OAKLAND	14.00		3157-1840
20	6/6/83	GUN.	GASKETS	GATES MFG., OAKLAND	23.50		3157-1852

CGNPO021

Figure 5-16.-Example of an imprest fund purchase log.

CHECKED OR APPLIED <input checked="" type="checkbox"/>		REQUEST FOR QUOTATIONS NO.		PAGE 1 OF 1																									
ORDER FOR SUPPLIES OR SERVICES		RETURN COPY OF THIS QUOTE BY (THIS IS NOT AN ORDER - See DD Form 1155)		3 CERTIFICATION NO. (FORMAL DELIVERY UNDER THIS NO.)																									
1 CONTRACT/PURCHASE ORDER NO. N0022R-81-D-1375		2 DELIVERY ORDER NO.		4 REQUEST FOR QUOTE NO. R52192-1213-1070																									
5 ISSUED BY Supply Officer USS JOHN PAUL JONES (DDG-32) FPO San Francisco 96601		6 DATES OF ORDER 81 Aug 01		8 DELIVERY TO																									
9 CONTRACTOR QUOTE NAME AND ADDRESS SANITARY LINEN SERVICE 711 EDDY STREET San Francisco, CA 94109		10 DELIVERY TO FPO POINT BY 81 Aug 08		11 CHECK IF <input checked="" type="checkbox"/> DESTINATION <input type="checkbox"/> OTHER																									
14 SHIP TO Supply Officer USS John Paul Jones (DDG-32) Pier #19, Maritime Wharf #7 San Francisco, CA 94111		15 PAYMENT SHALL BE MADE BY N00218 Naval Supply Center Oakland Regional Financial Services Dept Treasure Island San Francisco 94109		13 CHECK INSTRUCTIONS 1,000 20 Days Same as block #6																									
16 DELIVERY TO FPO POINT BY 81 Aug 08		17 CHECK INSTRUCTIONS 1,000 20 Days		18 MAKE ALL PACKAGES AND PAPERS WITH CONTRACT OR ORDER NUMBER																									
19 This delivery order is subject to instructions contained on this side of form only and is issued on another Government agency or in accordance with and subject to terms and conditions of above numbered contract.																													
20 CHECKED, special provisions of 19 USC 2384 (a) (2) or as specified in the schedule of contract the U.S., its possessions or Puerto Rico; if otherwise, under 2384 (a) (1)																													
21 ACCOUNTING AND APPROPRIATION DATA - ACCOUNTING CLASSIFICATION (REV. 7-65)																													
<table border="1"> <thead> <tr> <th>Item No.</th> <th>Appropriation Symbol and Schedule</th> <th>Obj Class</th> <th>Bureau Code No.</th> <th>Sub Obj.</th> <th>Acct's Act'y</th> <th>Type</th> <th>Property Act'y</th> <th>Quantity</th> <th>Unit</th> <th>Unit Price</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td>17</td> <td>171180A 702D</td> <td>000</td> <td>5382A</td> <td>0</td> <td>060957</td> <td>2D</td> <td>R52192</td> <td>12</td> <td>EA</td> <td>\$27.00</td> <td>\$27.00</td> </tr> </tbody> </table>						Item No.	Appropriation Symbol and Schedule	Obj Class	Bureau Code No.	Sub Obj.	Acct's Act'y	Type	Property Act'y	Quantity	Unit	Unit Price	Amount	17	171180A 702D	000	5382A	0	060957	2D	R52192	12	EA	\$27.00	\$27.00
Item No.	Appropriation Symbol and Schedule	Obj Class	Bureau Code No.	Sub Obj.	Acct's Act'y	Type	Property Act'y	Quantity	Unit	Unit Price	Amount																		
17	171180A 702D	000	5382A	0	060957	2D	R52192	12	EA	\$27.00	\$27.00																		
22 SCHEDULE OF SUPPLIES/SERVICES																													
1	Clean and Renovate Foul Weather Jackets, type N-6							12	EA	\$2.25	\$27.00																		
23 QUANTITY ORDERED/ACCEPTED						24 QUANTITY ORDERED/ACCEPTED		25 UNIT	26 UNIT PRICE	27 AMOUNT																			
28 QUANTITY IN COLUMN 25 HAS BEEN <input type="checkbox"/> INSPECTED <input type="checkbox"/> RECEIVED <input type="checkbox"/> ACCEPTED, AND CONFORMS TO THE CONTRACT EXCEPT AS NOTED						29 UNITED STATES OF AMERICA		30 TOTAL		\$27.00																			
31 CERTIFY that this account is correct and correct for shipment						32 PAYMENT		33 CHECK NUMBER		34 BILL OF LADING NO.																			
35 RECEIVED AT						36 RECEIVED BY		37 DATE RECEIVED		38 TOTAL DOLLARS																			
DD FORM 1155(8C)						PREVIOUS EDITION IS OBSOLETE		Form Approved by Comptroller General, U.S., 27 May 66		88NPO165																			

Figure 5-17.-Example of an Order Under Indefinite Delivery Contract (DD Form 1155).

sources of supply 10 make small purchases of items of the same general category. Such an arrangement eliminates the need to issue several purchase orders for small requirements by providing for purchases to be made by placing calls either orally or by informal memoranda against the blanket purchase agreement.

OBTAINING BPA.— When a BPA is desired and the conditions in the NAVSUP P-485 exist, the supply officer, or commanding officer of a ship without a Supply Corps officer attached may request that the supporting shore supply activity establish a BPA. A copy of this letter must be forwarded to the type

commander, and it must contain the following information:

- Type of supplies or services required..
- Suggested sources of supply.
- Period of time during which the supplies or services will be required.
- Name or names of individuals within the supply department authorized to place orders against the BPA.

When determined by the supply activity that the request is justifiable, it will negotiate and prepare the BPA. Copies of the BPA are then provided to the ship, the vendor, and the activity designated to make payment.

Material is obtained by the authorized person designated in the BPA by placing calls to the vendor.

Consult NAVSUP **P-485** for additional information on call procedures, billing, screening, and the review **required** under the BPA procedure.

Fast Payment Procedure

The “fast payment procedure” is used only for relatively small purchases and is initiated only by activities ashore. You are likely to receive material that has been ordered by this method, and you need to know how it works.

When you submit a requisition for purchase action and the supply activity responds by placing a fast payment order with a commercial supplier, you receive a copy of the purchase order and a pre-addressed postcard “Report of nonreceipt, damage, or nonconformance” (figure 5-18). You fill out and mail the postcard only if you receive damaged or

REPORT OF NONRECEIPT, DAMAGE, OR NONCONFORMANCE	
Important: Complete and return this card to the Naval Supply Center if material is not received within 60 days after delivery date specified in order; or upon receipt of damage of nonconforming supplies.	
NSC Purchase Order No. N00228-83-V-0134	Reqn. No. 56789-3123-5477
The supplies listed in the above purchase order were (check one)	
<input checked="" type="checkbox"/> Not received	
<input type="checkbox"/> Received but rejected - Letter report attached	
Receiving activity USS JOHN PAUL JONES DDG-32	Date 16 Aug 8-
Signature <i>[Handwritten Signature]</i>	Title Supply Officer

BACK

NAVY DEPARTMENT OFFICIAL BUSINESS	POSTAGE AND FEES PAID NAVY DEPARTMENT DOD-316
Commanding Officer Naval Supply Center Oakland, California 94625	
00NPO022	

FRONT

Figure 5-18.-Example of a report of nonreceipt, damage, or nonconformance card.

nonconforming supplies, or if the material is not received within 60 days after the delivery date specified on the purchase order.

The supplier who receives a fast payment order ships the material to the designated address and at the same time sends an invoice to the paying activity. The supplier certifies on his invoice that he has complied with the terms of the purchase order, and agrees to

replace, repair, or correct supplies not received at destination, damaged in transit, or not conforming to purchase requirements.

The procedure is designed to eliminate the time and expense required for inspection and acceptance of small purchases before delivery to ships, overseas activities, or other distant points, and to permit payment to the supplier when the material is shipped.

CHAPTER 6

RECEIPT, CUSTODY, AND STOWAGE

For every procurement action, except for cancellations, there is a receipt action. When a requisition is prepared, only the first of several supply functions has been taken. The material must be received, identified, checked, and distributed to the storerooms or ordering departments.

You might think of a Storekeeper's work as being a circle formed by a chain with each link representing a specific job. Each link is dependent on the others just as there is a relationship between all Storekeeper jobs. If the procurement documents were properly prepared, the receiving procedure will be relatively simple. If receipts are accomplished properly, the rest of the steps are easier.

This chapter discusses the general shipboard procedures that must be followed in receiving stores, stowing the material and processing the receipt documents. The actual steps to accomplish this vary greatly from ship to ship depending upon the size and volume of stores. Whether one Storekeeper does many jobs or there are individuals assigned to specific jobs, the end result must meet the requirements set forth in NAVSUP P-485.

MATERIAL RECEIPT

As in every operation, responsibility for actions to be taken are assigned to key personnel. In receipt of government-owned material for your ship, responsibility takes on added importance because of the many types of material receipts and the required accountability. The SK3 and SK2 should be aware of the receipt responsibilities of the following personnel in order to assist in the receipt of material and to prepare themselves for added responsibilities as they advance in their career.

SUPPLY OFFICER— Is responsible for the receipt, identification, inspection, and distribution of all incoming stores. This does not include medical supplies (except on special accounting classes 207 and 224 ships), Marine Corps stores, bulk petroleum products, and ammunition. The supply officer is also responsible for the processing of receipt documentation. The supply officer will

delegate the responsibility for the physical receipt of incoming stores to the leading storeroom Storekeeper.

LEADING STOREROOM STOREKEEPER— Makes sure that incoming material is receipted, identified, inspected, sorted, and distributed. Material may be distributed to supply department storerooms or to other departments when the material is marked for direct turnover (DTO). The leading storeroom Storekeeper also makes sure that receipt documents are accurately annotated and distributed for processing. If the leading storeroom Storekeeper is not there during normal working hours, the next senior storeroom Storekeeper will assume these duties. In performing these duties, the Storekeeper delegated the responsibility of receiving incoming stores will exercise direction over other Storekeepers and the working parties handling these stores.

DUTY STOREKEEPER— Makes sure that material delivered after normal working hours, is receipted, identified, inspected, and placed in the designated receiving section, or turned over to the appropriate department if the receipt document is marked for DTO. The duty Storekeeper makes sure that receipt documents are properly annotated and given to the leading storeroom Storekeeper the next workday.

TYPES OF RECEIPTS

There are several types of receipts with various forms used to document the delivery of material.

Receipts from Purchase

Receipts from purchase normally include materials or services received from vendors as a result of activity purchase action. Receipt documents may include direct purchase receipts milting from the use of DD Form 1155 or the imprest fund. Receipts from purchase also include material received from contractors as a result of an inventory manager initiated contract. there are invoiced on Material Inspection and Receiving Report (DD Form 250) or Order for Supplies and Services/Request for Quotations (DD Form 1155).

Receipts from Ashore Activities

Materials received from ashore supply officers are normally documented on a DOD Single Line Item Release/Receipt Document (DD Form 1348-1).

Receipts from Afloat Supply Activities

Materials received from CLF ships have by an ADP list of the items requested, and a DD Form 1348m for each item. Material received from other afloat units may have either a DD Form 1348-1, the white copy of a DD Form 1348, or a NAVSUP 1250-1 that was submitted as a requisition document.

Receipts from Other Appropriations

Material received from other appropriations (ship's store or Marine Corps, etc.) are normally documented on a Requisition and Invoice/Shipping Document (DD Form 1149).

Miscellaneous Receipts

Miscellaneous receipts include automatic shipments or consignments of material that are not related to a ship's procurement document. An example would be the delivery of an electronic test set or radiac equipment incident to a Naval Electronic Systems Command (NAVELEX) shipment order. Material provided under the Shortage and Valuable Excess (SAVE) program and excess of controlled equipment distributed by type commanders, are also included.

METHODS OF RECEIVING

Stores will be received by direct delivery, freight, or mail. Direct delivery consists of material delivered to the ship by a supply support activity, a commercial vendor, or material picked up by the ship's representative. Freight is material shipped via the Department of Defense transportation or commercial freight system usually is accompanied by a government or commercial bill of lading. Mail consists of all material forwarded by the U.S. Postal Service.

RECEIPT DOCUMENTATION

Material received aboard ship maybe accompanied with a variety of receipt documents depending on how the material was requested the issuing activity, and the modes of transportation used in delivery. Before actual receipt, other documents are received showing notice of

material procurement, inspection, movement, and billing. Particular circumstances will dictate what documents will be received with a given commodity. There are, however, certain certifications and/or annotations common to all receipt documents. The end-use receiver must:

1. date the document upon receipt
2. circle the quantity accepted, and
3. sign the document to indicate receipt.

Receipts from supply activities are invoiced on DOD Single Line Item Release/Receipt Document (DD Form 1348-1). Figure 6-1 shows a DD Form 1348-1. You can see how the codes placed on the requisitions have been used on the DD Form 1348-1.

If you were checking in this material, you would know that it was for stock since the storeroom location, A3456, is shown in the supplementary address block and repealed in block C. You would then check the NSN on the material and the quantity received to make sure it agrees with the DD Form 1348-1. The circled quantity indicates that the shown quantity was received.

Material ordered from another ship is normally received with a copy of the DD Form 1348 or NAVSUP Form 1250-1. Purchased material maybe received with copies of a purchase order or dealer's invoice. The receiving procedure is the same regardless of the form used.

All materials received should be accompanied by receipt documents. However, material is occasionally received without them. When this happens, a "dummy invoice" must be prepared. The dummy invoice should show all available information; i.e., supplier, procurement document number, description of the material, NSN, unit of issue, and quantity received. This information may be obtained from markings on the container and material. With this information, the supply office can probably match the material with its procurement document. Also, a Report of Discrepancy (ROD), Standard Form 364, must be submitted for material received without documentation.

A Material Inspection and Receiving Report (DD Form 250) is a multipurpose document that provides evidence of inspection or acceptance at either the material source or its destination. It is used to substantiate contract payments. When material is furnished direct to an afloat activity by a commercial contractor and inspection or acceptance at destination is indicated on the DD Form 250, the material will be inspected by appropriate technical personal. The form

MATERIAL INSPECTION AND RECEIVING REPORT		1 PROC INSTRUMENT DFN CONTRACT		ORDER NO.		
		GS-008-86300 N00171-70-F-0124		NO. 1		
2 SHIPMENT NO KW00001		3 DATE SHIPPED		5 DISCOUNT TERMS 1/2 of 1% - 20 DAYS		
9 PRIME CONTRACTOR K W BATTERY CO 3888 HOWARD ST SKOKIE, ILLINOIS 60076		4 B1 D-8897774		10 OFFERED BY DCASR-CHICAGO O'HARE INT'L AIRPORT P. O. BOX 66478 CHICAGO, ILLINOIS 60688		
11 SHIPPED FROM (if other than 9)		12 PAYMENT WILL BE MADE BY DCASR-CHICAGO O'HARE INT'L AIRPORT P. O. BOX 66478 CHICAGO, ILLINOIS 60688		8 ASSISTANCE POINT D		
16 SHIPPED TO TRANSPORTATION OFFICER NAVAL SUPPLY CENTER OAKLAND, CALIFORNIA 94626		14 MARKED FOR USS JOHN PAUL JONES (DDG-32)		13 DISCREPANCY REPORTED BY STANDARD FORM 364 TO CONTRACTING ACTIVITY		
15 ITEM NO	16 STOCK PART NO <small>(Indicate number of shipping containers, type of container, container number)</small>	DESCRIPTION	17 QUANTITY SHIP REC'D	18 UNIT	19 UNIT PRICE	20 AMOUNT
4	MFG P/N A-8685-38, TYPE 6 FN-11 BATTERY STORAGE, WET AND CHARGED		2	EA	\$214.35	\$428.70
	1 SKID (8 BOXES) REQN					
	INDICATES 1 RECEIVED IN GOOD CONDITION; 1 DAMAGED			①	1 damaged (cracked casing)	
21 PROCUREMENT QUALITY ASSURANCE			22 RECEIVER'S USE			
A ORIGIN <input type="checkbox"/> POA <input type="checkbox"/> ACCEPTANCE of listed items has been made by me or under my supervision and they conform to contract except as noted herein or on supporting documents.		B DESTINATION <input checked="" type="checkbox"/> POA <input checked="" type="checkbox"/> ACCEPTANCE of listed items has been made by me or under my supervision and they conform to contract except as noted herein or on supporting documents.		Conditions shown in column 13 were reached in apparent good condition except as noted.		
DATE: 16 Apr 88 SIGNATURE OF AUTH. GOVT. REP.: <i>John Doe</i>		DATE: 16 Apr 88 SIGNATURE OF AUTH. GOVT. REP.: <i>John Doe</i>		DATE: 16 Apr 88 SIGNATURE OF AUTH. GOVT. REP.: <i>B. C. Smith</i>		
TYPED NAME AND OFFICE: JOHN DOE EN2, USN		TYPED NAME AND OFFICE: JOHN DOE EN2, USN		TYPED NAME AND TITLE: B. C. SMITH SK2, USN		
23 CONTRACTOR USE ONLY		24				

Figure 6-2.—Example of a Material Inspection and Receiving Report, DD Form 250.

should be maintained in the supply office or main receiving area. Outstanding documents will be filed according to shipment destinations. The supply officer should review this file prior to entering port.

COMPLETED FILE.— When the multiple item shipment is received, the outstanding documents will be

annotated to indicate date of receipt and any discrepancies noted. Then they are filed in a separate folder marked “completed shipping documents.”

Miscellaneous Receipt File

The miscellaneous receipt file contains shipping documents that apply to material consignments not

initiated by a ship's procurement document. When received, the related document(s) from the miscellaneous receipt file will be annotated with the receipt date. Then it is by the responsible material custodian. The document is then filed in a "completed" segment of the miscellaneous receipt file, or in a separate "completed" file if preferred. In addition, a consumption document will be prepared and processed under ACCESS for each item that is issued as DTO material.

RECEIVING PROCEDURES

Small quantities of stores received on a daily basis through the mail generally do not require special preparations for receipt. Stores which are delivered to the ship in large quantities are stacked on the deck or pier. They are held there until the preliminary identification and package counts are completed. They are then sorted by department or storeroom depending on where they will be distributed. When practical, a central location below decks is designated for the final and detailed processing of incoming stores. This location should be as near to the storerooms as possible, accessible to hatches, but away from the ordinary course of ship's traffic.

Receipts from Naval Activities

Stores received from naval activities require a quantity inspection only. Quality inspection is made by an ashore supply activity when it accepted the material from the supplier. It is not necessary to duplicate the inspection aboard ship. The receiving individual, however, will make inspections to detect any deterioration or breakage that may have occurred since the quality inspection. When stores are received from naval activities in bales, packages or cases they need not be opened to ascertain their contents. The receiving Storekeeper will receipt for them according to their external markings and package count. If any package shows evidence of tampering, it will be opened and the contents verified by count. The procedures outlined in the NAVSUP P-485 will be followed when there is a difference between quantity received and quantity indicated on the shipping document. Acceptance of the entire quantity shipped will be indicated by circling this quantity on the shipping document. The document always will be signed and dated by the receiving individual.

Mail

Normally material shipped by mail does not pass through the initial receiving process. It is delivered from the ship's post office directly to the stores receiving area. Except in the case of registered or certified mail, the preliminary inspection/count usually does not take place.

Receipts from the Marine Corps and Other Government Activities

Receipts of stores from other government activities will be inspected for both quantity and quality when delivered to the ship. Stores will be inspected by the receiving individual to verify that they are of acceptable quality. If the receiving individual is not qualified to perform a quality inspection (i.e., a Storekeeper inspecting technical repair parts for stock), the department head who will use this material will provide someone qualified to perform the inspection. After the quantity and quality inspections, acceptance will be indicated by the receiving individual as discussed in the paragraph titled "Receipts from Naval Activities."

Receipts from Commercial Sources

When material has been inspected and accepted by an ashore activity, inspection for quality is not required afloat. However, a quantity inspection must be performed prior to acceptance. Material received that has not been inspected and accepted ashore, the receiving Storekeeper, will conduct an inspection for quality and quantity. Technical personnel will be used when needed. A full and thorough quality inspection will be conducted. All packages will be opened and the contents verified by count. When possible, DTO material will be inspected and accepted by the cognizant department head or an appointed representative. Deliveries from commercial sources should be accompanied with itemized copies of invoices or delivery papers. Individuals will not receipt for material unless a copy of the receipt document can be retained. Material will not be accepted unless the receiving individual is satisfied that it conforms to the specifications included in the purchase document or contract. When directed by the commanding officer, material with minor defects may be accepted. (Refer to the NAVSUP P-485 for special procedures required for receipting and processing delivery tickets for purchases under a blanket purchase agreement.)

Underway Replenishment Materials

The package count is verified just like receipts from supply activities. Signed receipts are not required.

Pickup Material

Material picked up by the ship's representative, will be inspected for quantity at the time of pickup. If the material is purchased, the ship's representative should be qualified to make the technical quality inspection before accepting the material.

DISPOSITION OF MATERIAL

After the preliminary checks described above are completed, the stores are sorted for distribution. At this point DTO material may be turned over to the department representatives. Get signatures on a copy of the receipt paper. You are now ready to move the rest of the material to the storerooms. If the supplementary address block of the requisition shows storeroom locations, case lots or other unit pack materials may be taken to the storeroom. This happens after the receiving Storekeeper pulls one copy of the receipt document and verifies the material and quantity. Receipt of the invoiced quantity is shown by circling the quantity on the receipt document. If the correct quantity is not received, draw a line through the invoiced quantity and enter the quantity received.

Repacked boxes along with any unidentified items are moved to a location below decks. Here the incoming stores, including parcel post, are unpacked. They are checked against receipt documents to verify the materials and quantity, and sorted by storeroom or DTO. DTO material should be turned over to the ordering department as soon as Possible. Make sure you get the signature of the department representative on a copy of the receipt paper.

RECEIPT AND PACKAGING DISCREPANCIES

The receiving activity reports shipping-type (item) or packaging discrepancies that are the shipper's responsibility using a Report of Discrepancy (ROD), Standard Form 364. The purpose of the ROD is to determine the cause of such discrepancies, effect corrective action and prevent recurrence. When both item and packaging discrepancies are noted on the same shipment, both blocks on the top of the STD Form 364 will be checked. The types of discrepancies required to be reported are described in the NAVSUP P-485. For

detailed instructions in the preparation and distribution of the ROD, refer to NAVMATINST 4355.73 series.

Underway Replenishment (UNREP) Receipt Discrepancies

Discrepancies in quantities, unit prices, price extension and document number between a requisition and receipt document are to be resolved directly with the UNREP ship. Losses of \$100 or less will be absorbed by the receiver. Such discrepancies should be communicated by message as soon as possible after the UNREP. If notified before the transmitting the expenditure documents to the DFAS. The issuing ship normally can replace them with accurate documents. This can preclude the need for credit documents at a later date. (Refer to the NAVSUP P-485 for detailed information.)

Loss of Material in Transit Due to Enemy Action

When shipping documents or invoices show that material was shipped but not received is due to loss by enemy action, the receipt documents are to be stamped or otherwise have noted upon them:

“Lost in transit by enemy action. Reference (authority for statement of loss). Expended without survey.”

DETERMINING WHEN A SHIPMENT IS CONSIDERED COMPLETE

Shipments are considered complete when the responsibility for the material passes from the supplier to the receiver. For receipts from purchase, the delivery is complete when the material is delivered to the place designated in the purchase document and a signed receipt obtained. Deliveries of material from other ships or supply activities are complete when material is turned over to the ship's representative and signed receipts obtained. During underway replenishment, delivery is complete when the material clears the side of the issuing ship.

CUSTODY

The term “custody” is used to mean the responsibility for proper care, stowage, use, and records of Navy material.

SUPPLY OFFICER RESPONSIBILITY

The supply officer is responsible for all supplies carried in stock except ammunition, fuel, Marine Corps supplies and medical material. When the supplies are stowed in supply storerooms, the supply officer is said to have actual custody (physical possession) of the material, and has full responsibility for the material; i.e., procurement, receipt, stowage, expenditure, and stock records.

The responsibility of custody may be divided. Sometimes it is impossible or impractical to stow material in supply storerooms because of limited storeroom space or inadequate storeroom space for large items, big quantities, or for highly technical or sensitive material. Under these circumstance the material may be stowed in spaces under the control of other departments. The material is in the custody of the other departments since they have physical possession, but it is still in the technical custody of the supply officer. The head of the department having actual custody is responsible for proper stowage, inventory, and use of the material. The supply officer, in exercising technical custody, maintains stock morals,

requisitions replenishment stock and provides written instructions to the custodian. Figure 6-3 illustrates this concept.

RESPONSIBILITY OF CUSTODIAN

The storeroom Storekeeper is the custodian of all material stored in the storeroom and is responsible to the supply officer.

SECURITY OF MATERIAL

Material in store will be kept under lock and key in all cases unless the material is of such quantity or dimensions as to make storeroom storage impractical. Storeroom spaces will be locked securely when not in use. Personnel in charge of such spaces are responsible to make sure that security is maintained for all stores in their custody. Persons other than the individual responsible for stowage spaces normally will not be allowed access to stores. An authorized person will always be present when the spaces are open for use. Other persons will be admitted only when necessary for

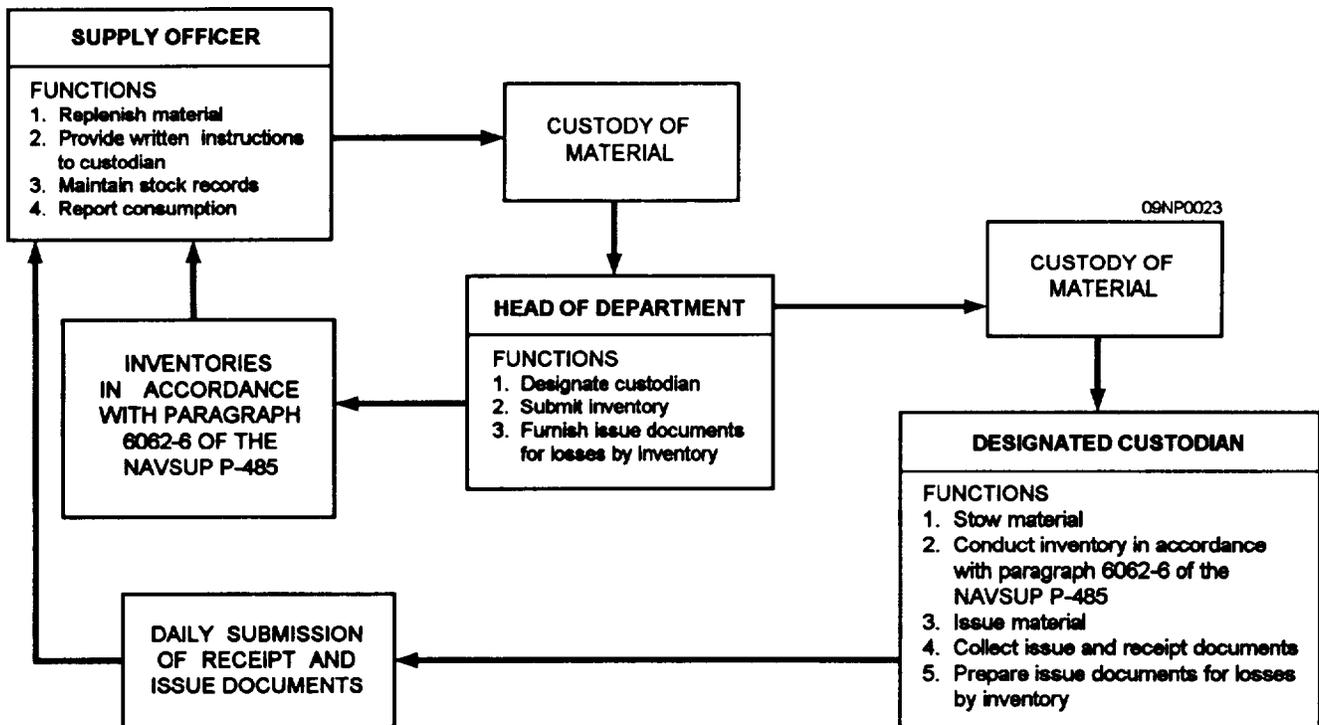


Figure 6-3.-Stock material in custody/subcustody of other department heads.

the stowage and breakout of material or in emergencies (e.g., fire, battle damage, etc.) or as follows:

INSPECTION— Personnel will be allowed access to stowage spaces for purposes of inspection as directed by the commanding officer. Such personnel will not be given the keys to the spaces but will be escorted by responsible personnel as directed by the supply officer.

ACCESS FOR DAMAGE CONTROL PURPOSES— Access to stowage spaces will be authorized to damage control personnel when performing their duties. Stowage spaces will not be secured in such a manner that access using ordinary damage control equipment is impeded in an emergency.

PERMISSION FOR ENTRY— Permission for entry of persons not ordinarily authorized access to stowage spaces will be granted by the supply officer or, in the supply officer's absence, the commanding officer, executive officer, or command duty officer.

Private Use of Stores

Public supplies may not be used by any individual except for emergency issues to persons in distress as authorized by NAVSUP P-485. Issues of material must be made only on authorized issue or transfer documents.

Protection of Stores

The storeroom Storekeeper is responsible for proper stowage of materials to protect them from damage and deterioration while in storage.

STOWAGE

Materials in shipboard storerooms and other stowage areas should be arranged to:

- Make maximum use of space.
- Provide orderly stowage and ready accessibility.
- Prevent damage to the ship or injury to personnel.
- Reduce the possibility of material loss or damage.
- Facilitate the issue of the oldest stock first (i.e., by first-in-first-out (FIFO) method).
- Facilitate inventories

These requirements and other instructions in this section provide basic guidelines which, if observed with a "common sense" approach, will help storeroom Storekeepers to achieve optimum stowage efficiency.

MATERIAL IDENTIFICATION

Material custodians will make sure that all items in stowage are legibly marked, tagged, or labeled with an NSN, NICN, or other identification number. When needed, technical assistance from other departments should be used to determine the identification numbers of unmarked materials. Items that cannot be identified will be turned in ashore for disposition.

MATERIAL PROTECTION LEVELS

Material procured for the Navy is provided preservation-packaging and packing that the inventory manager feels will protect it from deterioration and damage during shipment, handling, and stowage. The protection levels specified to be code marked on unit packages and exterior shipping containment are described in the NAVSUP P-485.

Shipboard Responsibilities

Since most materials received by afloat units were adequately packaged and packed before shipment, the ship's responsibilities generally will be limited to:

- Keeping repair parts in their original packaging until issued
- Repackaging and repacking items that *were* inadequately or improperly protected when received, or that have had their packaging damaged or removed while in stowage
- Reporting material received in an unsatisfactory condition due to inadequate or improper preservation, packaging, or marking
- providing adequate protection of ready for issue (RFI) materials and unserviceable mandatory turn-in repairable to be transferred to another activity (Refer to NAVSUP P-484, Supply Afloat Packaging Procedres.)

LOCATOR SYSTEM

The location of each item in stock will be recorded in its stock record and the Afloat Locator/Inventory Record, NAVSUP Form 1075, (if maintained). Each location will have a five-character alphanumeric (e.g., B0168), designation except when the configuration of the stowage area(s) or physical characteristics of the material dictate an alternate system.

RELOCATION OF MATERIAL IN STOWAGE

Transfer of material between storerooms or to different locations in the same storeroom will be supervised by the leading storeroom Storekeeper, who will make sure that

- material is protected from loss or damage during the move
- material is correctly stowed in the new location
- new locations are promptly and accurately recorded in the materials stock records (and inventory/locator records if maintained).

TYPES AND QUANTITIES OF MATERIAL

In allocating available space, consideration must be given to the categories of material that must be stowed separately (e.g., ship's stem stock food, clothing, bulk consumables, repair parts), and the volume of stowage space needed for the required quantities in each category.

MATERIAL CHARACTERISTICS

In allocating stowage space, consideration must be given to the physical characteristics of the material to be stowed (i.e., weight and size, fragility, perishability, flammability, susceptibility to theft, damage from heat or moisture, and other properties that may affect the safety of the ship or the crew).

STOREROOM CHARACTERISTICS

The number, locations, shapes, and sizes of supply department storerooms vary significantly in each type of ship. Therefore, each supply officer must carefully study the configuration and capacity of available stowage spaces when determining the type and quantity of material to be stowed in each. The location of storeroom doors, hatches, stanchions, ventilation ducts, overhead fixtures, and other structures must be considered in planning the stowage layout. Architectural "obstructions" are altered, when possible and as necessary, to create additional space.

SPACE LAYOUT FACTORS

To the maximum extent that available space permits, you must adhere to the following guidelines when stowing general stems:

- Locate heavy bulk materials in areas convenient to hatches and materials-handling equipment. This minimizes the physical effort required for loading, stowage, and breakouts.
- Locate light bulky material in storerooms with high overhead clearances for maximum use of available space.
- Segregate unlike materials (e.g., hazardous vs nonhazardous, classified vs unclassified, large vs small).
- Locate frequently requested material, such as selected item maintenance (SIM) items, as close as possible to the point of issue as possible, in a storeroom that is convenient to maintenance personnel.
- Locate shelf-life items in a readily accessible area to facilitate periodic screening.
- Install appropriate stowage aids in spaces where they can be effectively used.
- Provide for aisles at least 30 inches wide between bins, racks, and/or cabinets.
- Arrange materials with identification labels facing outward to facilitate issues and inventory.
- Avoid multiple locations for the same item.

STOWAGE AIDS

Storerooms are outfitted with bins, racks, shelving, and other stowage aids best suited for the types and quantities of materials to be stowed. When installed stowage aids need to be modified or relocated, or when additionally required stowage aids must be manufactured by a repair ship or shipyard, the supply officer must submit an appropriate work request to the ship's engineer officer in accordance with the *Ship's Maintenance and Material Management (3-M) Manual* (OPNAVINST 4790.4).

TYPES OF STOREROOMS

You will usually have the types of storerooms main issue, bulk, and repair parts.

Main Issue Storeroom

The main issue storeroom is the place the supply officer designates as the centralized distribution point for most SIM and shelf-life items. Generally it is the most readily accessible of all stock material stowage spaces when watertight integrity restrictions are in

effect. It also may serve as the ship's Supply Support Center (SSC), if established. It may contain the stock records and those publication files, and other records which the supply officer considers necessary for effective operations. If it does not function as an SSC, it may contain locator/inventory records.

Bulk Storerooms

Bulk storerooms (for general stores) are spaces used for the stowage of case lots of frequently demanded items maintained (in smaller quantities) in an issue storeroom, or for items that are too bulky and cumbersome for stowage in an issue storeroom. Storekeepers assigned to bulk storerooms are responsible to the leading storeroom Storekeeper, who normally is assigned to the main issue storeroom.

Repair Parts Storerooms

Supply department storerooms are used for the stowage of repair parts except bulkhead mounted spares and certain other materials authorized to be stowed in other departmental spaces. Although SIM, shelf-life, and certain other repair parts generally are stowed in the main issue storeroom, most repair parts in supply department custody normally are located in spaces designated as repair parts storerooms. They are usually outfitted with bins, drawer cabinets, and other stowage aids. When required, or when available near the operating spaces to be supported, separate storerooms will be used for stowage of electronic repair parts, hull/mechanical/electrical (HM&E) and ordnance repair parts, nuclear weapons repair pads, reactor plant repair parts, etc.

HAZARDOUS MATERIAL STOREROOMS AND LOCKERS

Certain materials with inherent hazardous properties require special stowage facilities and handling precautions. The *Naval Ships' Technical Manual* and the *Hazardous Material Information System* outline the requirements for shipboard stowage of dangerous and semisafe materials. Shipboard stowage facilities commonly used for hazardous general stores items are discussed in the following subparagraphs.

Flammable Liquids Storeroom

The flammable liquids storeroom normally will be located at either end of the ship, below the full load

waterline, not adjacent to a magazine and be equipped with an automatic fire alarm and CO² system. This storeroom also should have incandescent and explosion proof overhead lights (protected by lamp guards). The switch should be outside the compartment, and nonsparking vent fans, with the controllers outside the compartment.

ACID LOCKER.— An acid locker is a leakproof, led-lined box, chest, or locker especially designed for stowing bottles or carboys of acid. A label bearing the inscription "ACID BOTTLE STOWAGE in 3/8-inch letters must be securely attached to the lid of each acid locker. Acid lockers will be kept in the flammable liquids storeroom. However, acid lockers which contain only medical acids may be kept in a medical storeroom.

ALCOHOL LOCKER.— An alcohol locker is a chest or locker used for security stowage of grain alcohols which are highly susceptible to pilferage (i.e., ethanol or ethyl alcohol). Alcohol lockers will be located in the flammable liquids storeroom. However, lockers that contain only medicinal alcohol (100 proof or less) may be located in any secure space designated by the commanding officer.

MATERIALS REQUIRING SPECIAL HANDLING OR STOWAGE

We will first consider the classifications of material and then discuss the special handling or storage requirements for special types of material that are carried for ship's use. Requirements for cargo stowage are not covered because the types of cargo and ship's characteristics vary and must be considered on an individual basis.

Acid

Liquid acid, unless classified as safe material in the *Naval Ships' Technical Manual*, will be stowed in an acid locker. If an acid locker is not available, acid bottles will be stowed in the flammable liquids storeroom. But in this case, the deck and the lower part of the bulkhead must be covered with a watertight rubber lining and a label inscribed "ACID BOTTLE STOWAGE" in 3/8-inch letters must be securely attached to the outside of the storeroom door. Corrosive acids are acute fire hazards and should be stowed separately from oxidizing or flammable materials. Corrosive acids (or vapors) must not be allowed to come in contact with the skin or eyes. Storekeeper who stow or issue these acids will wear rubber gloves rubber

aprons, and goggles to protect themselves and their clothing from acid burns.

Alcohol

Since most commonly used alcohols have a flash point below 200 degrees F, they will be stowed in the flammable liquids storeroom. Not all alcohol is readily identifiable by name. For example, many lacquer thinners have methanol (wood alcohol), which is extremely poisonous, as the principal ingredient.

Oxidizing Material

Many shipboard fires with resultant fatalities have been attributed to improper stowage or handling of oxidizing materials particularly calcium hypochlorite. Nitric acid, a strong oxidizer, will be stowed in the acid locker. Oxygen and chlorine gases must be stowed in accordance with the paragraph on compressed gases. All other oxidizers will be stowed in a dry compartment, away from combustible materials.

Calcium hypochlorite itself is noncombustible. However, it is a strong oxidizing agent which will generate heat, liberate chlorine, and cause fire when it comes in contact with paints, oils, greases, detergents, acids, alkalies, antifreeze, fabrics, and other organic and combustible materials. Calcium hypochlorite will be stowed in bins or lockers labeled "HAZARDOUS MATERIAL CALCIUM HYPOCHLORITE" in red letters on a white background. The bins or lockers will not be located in an area which

- is used for stowage of combustible organic materials,
- exceeds 100 degrees F under normal operating conditions,
- is adjacent to a magazine,
- is subject to condensation or water accumulation.

Each bin or locker must be at least 5 feet away from any heat source or surface which may exceed 140 degrees F. It will contain no more than 48 6-ounce bottles (for potable water purification) or 36 3-3/4 pound bottles (for sewage waste treatment). The total quantity stowed should not exceed the ship's average endurance level, on CLF ships, calcium hypochlorite may be stowed in general cargo spaces without quantity restriction, provided that the foregoing safety precautions are observed)

Compressed Gases

Compressed gases must be stowed on the weather deck. Unless the ship has below deck stowage spaces specifically designed for such material. Compressed gas cylinders will be stowed vertically and securely (with valve protection caps in place). They will be stowed away from other flammable materials (especially grease and oil). When compressed gases are stowed on the weather deck, the cylinders will be located as far as possible from navigation, fire control, or gun stations. They will be protected from the direct rays of the sun, or accumulation of snow and ice. When compressed gases are stowed below deck, any leaking fumes must be prevented from entering ventilation air-intakes leading to working or living spaces. Since there usually is some gas remaining in most cylinders considered to be empty, "empty" cylinders will be stowed and handled with the same precautions as full cylinders. Compressed gases, particularly the flammable and explosive gases, must be handled with extreme care. Some general rules for handling compressed gas cylinders are:

- Take every precaution to prevent cylinders from being dropped or forcefully struck against hard surfaces (including other cylinders). Do not tamper with the safety devices in cylinder discharge valves. When cylinders are not in use, be sure that the valve protection caps always are securely attached (If the valve of a compressed gas cylinder should be snapped off, the released energy would cause the cylinder to behave as a missile. For example, a cylinder that is pressurized to 2,200 pounds psi (per square inch) can travel 2,600 feet in free flight, and in a confined space, it could be disastrous.)
- Prevent cylinders from contact with fire, sparks, or electrical circuits. (An exploding steel cylinder would have the same destructive effect as an exploding bomb.)
- Do not drag or slide cylinders when moving. Secure and move them in handtrucks that meet the criteria prescribed in the *Naval Ships' Technical Manual*. If suitable handtrucks are not available, tilt the cylinders and roll them on the bottom edge.
- Secure cylinders in a cradle, pallet, or rack when they are loaded or offloaded with a crane or derrick. Never hoist cylinders with electromagnets, or with hooks or line attached to the valve protection cap.

- Do not alter or deface the numbers or other markings on the cylinders. Do not add markings without approval of the engineer officer. Do not issue cylinders if their contents cannot be identified.

Detailed information relative to the stowage, handling, and use of various types of compressed gases are contained in the *Naval Ships' Technical Manual*. Information pertinent to especially hazardous gases commonly used by ships is as follows.

ACETYLENE.— Acetylene is inherently unstable, and may explode when subjected to heat or shock or upon contact with chlorine or certain metals such as copper, silver, and mercury. Therefore, acetylene must be stowed separately from oxygen or any other materials with which it forms an explosive compound. The gas must never be allowed to escape into an enclosed area. The cylinders must be protected from flames, sparks, lightning, and static electricity. Testing for suspected leaks should be done with soapy water.

Toxicity.— In moderate concentrations, acetylene may act as an intoxicant. In higher concentrations, it will cause unconsciousness and ultimately asphyxiation. Some grades of acetylene also contain many impurities. Therefore, breathing of acetylene in any concentration for any length of time must be avoided.

Upright Stowage Required.— Acetylene in cylinders is dissolved in acetone which has a tendency to flow into the valve if the cylinders are stowed horizontally. For this reason, acetylene must be stowed and used only in an upright position with the valve end up. When it is known or suspected that acetylene cylinders have been stowed on their sides, they will not be used until they have been in a vertical position for at least 2 hours.

OXYGEN AND CHLORINE.— Oxygen and chlorine are oxidizing gases that strongly support combustion. Chlorine is also poisonous. Oxygen and chlorine cylinders must be stowed on the weather deck, or in a separate watertight storeroom which has at least one compartment between it and any space that is used for the stowage of combustibles such as flammable liquids or gases, ammunition, paint, gasoline, and oil.

NONFLAMMABLE GASES.— Helium, nitrogen, carbon dioxide, and argon are nonflammable gases. Because of their inert characteristics, they may be stowed with flammable or oxidizing gases. Since these non-flammable gases will not support expiration

(a sufficient concentration in a closed space will cause asphyxiation), they must be stowed on the weather deck or in other well-ventilated spaces.

AEROSOL PRO DUCTS.— Aerosol products are liquids, solutions, or powders suspended in a gas propellant and contained in dispensers equipped with release valves. Aerosol containers are used for the dispersal of paints, enamels, lacquers, insecticides, silicones rust preventives, etc. The aerosol propellants may be low boiling halogenated hydrocarbons or other hydrocarbons such as liquified propane or isobutane. Aerosol cylinders will burst if exposed to heat sources in excess of 120 degrees F. They are prone to leakage if subjected to impact. Aerosol propellants are extremely flammable and in sufficient concentration, can be anesthetic or asphyxiating. Aerosol products should be stowed in the flammable liquids storeroom, or in cabinets away from oxidizing materials. Mechanical ventilation will be used, when necessary, to remove accumulated vapors.

Flammable or Combustible Material

Flammable liquids have a flash point of 100 degrees F or below. Combustible liquids, greases, and pastes have a flash point of 200 degrees F or below. Items which are flammable and/or combustible include:

- gasoline, oils kerosene, and other petroleum products; chemicals;
- stencil paints, marking inks, and printer's ink;
- solvents, thinners, primers, compounds, varnishes and lacquers; alcohol, acetone, ether, and naphtha;
- greases and pastes.

Except for drummed petroleum products, which may be stowed in racks on the weather deck in accordance with the *Naval Ships' Technical Manual*, flammable liquids and other flammable or combustible material will be stowed in the flammable liquids storeroom.

Radioactive Material

Radioactive items listed in the MLN are identified by special material content code "R" (or "X" if radioactive and magnetic). Radioactive instruments, electron tubes, and certain other items are labeled with the conventional United States Nuclear Regulatory Commission (USNRC) radiation symbol. This symbol must NOT be removed or obliterated. The radiation levels of radioactive material depend upon the type and

concentration of isotopes in each. It also depends upon the unit and the number of units stowed together. Any area used for stowage of radioactive material (or each bin if there is no designated area) will be conspicuously posted with the standard radiation symbol and the words "CAUTION RADIOACTIVE MATERIAL." As a minimum, radioactive material will be monitored when initial or replenishment stocks of radioactive items are stowed. To prevent absorption of dangerous radioactive particles through skin abrasions, rubber gloves and extreme caution will be used in handling damaged/broken radioactive instruments, electron tubes, etc. Any suspected radiation hazard will be promptly reported to the radiological safety officer and a representative of the medical department.

Toxic Substances

A toxic (poisonous) substance may cause discomfort, asphyxiation and/or death if ingested or inhaled, or if absorbed through the skin. Therefore, adequate precautions must be taken to prevent such dangers when stowing or issuing toxic material. Toxic substances will be stowed in a cool, well-ventilated area, separate from acids. It will be protected from fire hazards or impacts which may break seals or damage containers. Each case, carton, and individual container of toxic material must be labeled with a warning such as the following:

**"POISON! IF TAKEN INTERNALLY,
WILL CAUSE SERIOUS ILLNESS, AND
POSSIBLE DEATH!"**

It is particularly important to make sure that containers of poisonous liquids such as industrial alcohol are clearly identified and labeled (ie., to prevent human consumption which can be fatal).

Stowage and handling of miscellaneous nonhazardous material is covered in the NAVSUP P-485.

SHELF-LIFE MATERIAL

Shelf-life material is material that is subject to deterioration. These items are assigned a "SHELF-LIFE CODE" which is listed in the ML-N and in the List of Items Requiring Special Handling (LIRSH). The code denotes the shelf-life span of material from date of manufacture to the date when it should be either disposed of, or tested in accordance with the inventory manager's instructions in order to extend the shelf life. Type I codes (alpha) apply to items

for which shelf life cannot be extended. Type II codes (numeric) apply to items for which shelf life can be extended

STOREROOM MAINTENANCE

When you are in charge of a storeroom, you are also responsible for maintaining the space. Before you secure each night, sweep the storeroom and remove all trash. Clean bins, shelves, ventilation ducts, and fans periodically. If you practice good housekeeping, your spaces will always present a neat and efficient appearance.

The material condition of your space is also your responsibility. Rust is an ever-present enemy and requires constant vigilance to keep it under control. Rust spots should be chipped, wire brushed or sanded, primed, and spot painted. Loose bolts should be tightened promptly to prevent possible damage to the storeroom or its contents. Pipes, valves, electrical system, watertight fittings, and firefighting equipment must be examined daily and any defects reported to the Supply Officer.

Daily security reports are required by the supply officer or duty supply officer. The method and time of these reports are established in each ship's routine.

Before getting underway into open seas, storerooms must be thoroughly inspected and secured to prevent stores from shifting due to the ship's motion. Bulk stores must be braced or lashed to bulkheads, stanchions, or battens, and the fronts of open bins and shelves secured to prevent stores from falling out on deck.

Unless approval is obtained from the commanding officer, personal gear must not be stowed in supply storerooms.

SECURITY PROCEDURES

The following general security rules apply to supply department spaces;

1. Materials in store are always kept under lock and key except when the bulk of such material makes stowage under lock and key impractical.
2. Supply spaces are kept locked when not attended by authorized personnel.
3. Responsibility for the security of spaces rests with the person in charge of each space.

4. Permission for entry of persons ordinarily not authorized to have access to supply spaces will be obtained from the supply officer or the delegated assistant.
5. No supply space will be secured in such a manner that access by use of ordinary damage control equipment is impeded in an emergency.
6. Keys to supply space padlocks will not be taken from the ship by the custodian.
7. A key log will be used to identify the holders of keys removed from the key locker.
8. Combinations to combination locks are not recorded in writing except as prescribed in NAVSUPP-485.
9. All key padlocks must be 1-1/2 inch, pin tumbler type, with dead bolts, either brass or bronze. The locks must be keyed individually and furnished with two master keys for each group and two grand master keys for each set.
10. All keyless padlocks will be the three-combination, manipulation-resistance type 8077A, NSN 9Z5340-00-285-6523.
11. Combinations on keyless padlocks must be changed at least every 6 months.

Groups of Spaces

For purposes of key administration department spaces are divided into four groups:

GROUP I— General stores spaces, including general storerooms, repair parts storerooms, and special lockers and spaces related to them. Each lock must have an original and a duplicate key, each different from the keys to any other space. The person in charge of the space during working hours has possession of the original key. After working hours this person must turn over the key to the duty petty officer for safekeeping in a general key locker in the supply office. The duplicate key may be kept in the supply office key locker, in a special duplicate key locker, or in the supply officer's safe. An original master key which passes (opens) all locks in group I may be retained in the custody of the officer or petty officer designated by the supply officer. The supply officer retains the duplicate master key in his possession.

GROUP 11— Foodservice spaces, including the galley, bakeshop, bread room, vegetable preparation room, subsistence issueroom, butcher shop, refrigeration spaces, and subsistence storeroom. Each

lock must have an original and a duplicate key different from the keys to any other space. These keys are handled in the same manner as for group I, except that the keys to the galley, bakeshop, bread room, butcher shop, and vegetable preparation room are not turned into the key locker but are passed between watch captains as they relieve each other. There must be a master key, different from group I, which will pass all locks in group II. This master key may be retained in the custody of the supply officer or a designated petty officer. If a duplicate master key is furnished, it is retained in the custody of the supply officer.

GROUP III— Ship's store and clothing spaces (including the bulk storerooms), retail stores, and all associated spaces. These spaces are secured with combination padlocks.

The combination padlock comes with a "setting-in" key and instructions for setting the combination. The custodian of the space must:

1. Set a combination in the lock.
2. Record the combination on a piece of paper.
3. Place the paper and the "setting-in" key in an opaque letter-size envelope.
4. Seal the envelope.
5. Sign his name over the flap of the envelope in the presence of the ship's store officer.
6. Turn the envelope over to the ship's store officer.

The custodian does not record the combination anywhere other than on the paper turned in to the ship's store officer, nor does the custodian disclose the combination to any person. The ship's store officer receives the sealed envelope, signs his name over the flap in the presence of the custodian, and retains the sealed envelope in his safe. In the absence of the custodian, emergency entry into the space is accomplished by the ship's store officer who removes the combination from the sealed envelope and enters the space in the presence of at least two witnesses. If required, damage control nippers or burners provide easy and quick entry. These spaces must not remain unattended while unlocked. After entry is made in the absence of the custodian, the space must be secured by replacing the lock and sealing the space with a lead or car seal in the presence of the two persons witnessing the entry. The seal is removed by the custodian upon his return. When entry is obtained in the absence of the custodian, he is required, upon his return, to change the

combination. Before doing so, the custodian may, if he so desires, conduct an inventory of the stores in the space.

GROUP IV— All of the ship's service activities (barbershop, tailorshop, laundry, cobbler shop, and photographic shop) when cash sales are not made through them, or no material for cash sale is stowed therein. When the latter conditions exist, these spaces are placed under group III.

Each lock in group IV must have an original key different from the keys to other spaces. It must be kept by the person in charge of the space during working hours. After duty hours, the person in charge of the space must turn the key over to the duty petty officer for safekeeping in the key locker in the supply office. A duplicate key for each space is safeguarded in the same manner as for group I. The supply officer or the designated assistant retains in his custody a master key (original) to all locks in group IV. The supply officer retains the duplicate master key in his custody.

Grand Master Key

The supply officer is required to maintain in his custody a grand master key, which will open all locks in groups I, II, and IV. It will NOT open locks in group III. If authorized by the supply Officer, duty supply officers or duty petty officers may pass the duplicate key between them when the number of supply officers aboard is such that the senior petty officers are required to set as department duty officers.

Figure 6-4 illustrates typical custody with regard to keys. Study and become familiar with it.

Sets of locks containing locks for group I, II, and IV supply spaces, are available in various sizes to meet the requirements of different ships. When a single series padlock set is inadequate to meet the needs of large ships, more than one set may be used. For example, one set for group I and a second set for groups II and IV.

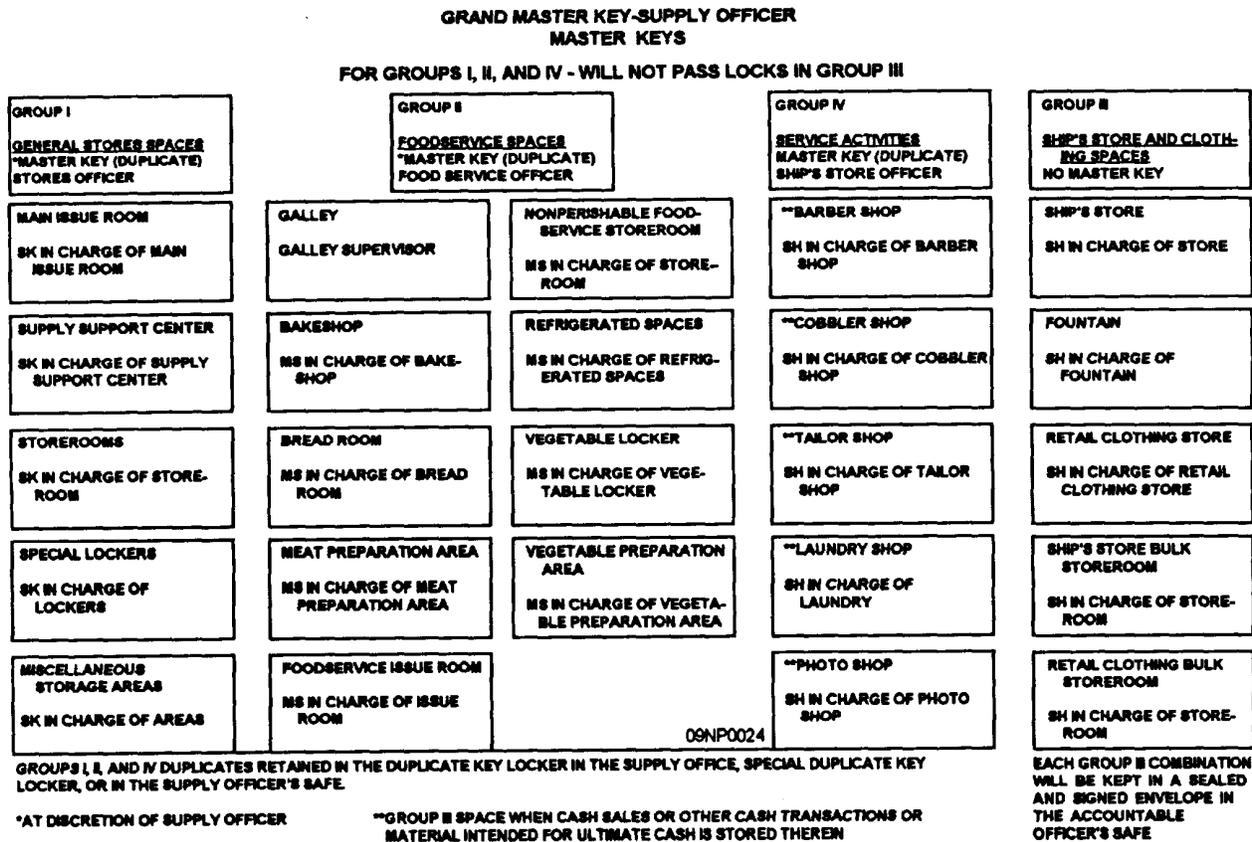


Figure 6-4. Supply space groups and custody chart.

CHAPTER 7

INVENTORY MANAGEMENT

The information contained in this chapter has general application to all ships. Except for reactor or plant support material in nuclear powered ships, shipboard material inventories are divided into five areas for management purposes as follows:

- **OPERATING SPACE ITEMS (OSIs).** Operating space items are in the custody and under the management of the department heads. Certain operating space items which require special inventory control are designated as “controlled equipage.”
- **REPAIR PARTS.** Repair parts are in the custody of the supply officer when supply department stowage space permits. They are always under his management.
- **CONSUMABLES.** Consumables are in the custody of the supply officer when supply department stowage space permits. Stocked consumables (i.e., consumable items “carried as supply department stock) are managed by the supply officer. This is the case if the items are stored in supply or other department spaces. Nonstocked consumables (i.e., consumable items “not carried as supply department stock) are in the custody and under the management of other department heads.
- **MAINTENANCE ASSISTANCE MODULES (MAMs).** Maintenance assistance modules are in the custody of the supply officer. They are located in the appropriate operating and maintenance spaces under the subcustody of operating or maintenance personnel.
- **READY SERVICE SPARES (RSSs).** Ready service spares are repair parts in the custody of the supply officer. They are located in the appropriate operating and maintenance spaces under the subcustody of operating/maintenance personnel.

INVENTORY MANAGEMENT AFLOAT TERMS

Throughout this chapter you probably will encounter new terms referring to inventory control.

When you encounter a new term refer to the glossary for an explanation.

FORMS AND PUBLICATIONS

The forms and publications used in the inventory management of general stores in nonautomated ships are found in the NAVSUP P-485. These publications contain the “how to” detailed information in the area of inventory management for which each SK is responsible. Each of the publications listed will be used many times in the course of an SK's career. Each of the forms is a tool for you to document the inventory process.

PHYSICAL INVENTORY

Physical inventory is a prerequisite to efficient inventory control. The primary objective of a physical inventory is to make sure that the balances reflected in stock or custody records agree with the actual physical quantities on hand.

TYPES OF INVENTORY

The type of inventory to be performed depends on the type of material to be inventoried and the type of information needed.

Bulkhead to Bulkhead Inventory

A bulkhead to bulkhead inventory is a physical count of all stock material aboard the ship or within a specific storeroom. A bulkhead to bulkhead inventory of the ship's entire stock of repair parts is usually performed during a Supply Operating Assistance Program/Integrated Logistics Overhaul. A bulkhead to bulkhead inventory of a specific storeroom is performed when random sampling inventory of that storeroom fails to meet an inventory accuracy rate of 90%. It is also performed when directed by the TYCOM incident to a supply management assist (SMA), when directed by the commanding officer, or when circumstances indicate that it is needed to maintain effective inventory control.

Specific Commodity Inventory

The specific commodity inventory is a physical count of all items under the same cognizance symbol, Federal supply class, or which support the same operational function, such as boat spares, electron tubes, boiler tubes, or fire brick. This type of inventory is performed under the same conditions as a bulkhead to bulkhead inventory. However, prior knowledge of specific stock numbers and item locations is required to perform a specific commodity inventory.

Special Material Inventory

A special material inventory requires the physical count of all items that are specifically selected for separate identification and inventory control. These items may be selected because of their physical characteristics, costs, mission essentiality, criticality, or other reasons. Special material inventories include, but are not limited to, stocked items designated as classified or hazardous. Special material inventories also include controlled equipment and presentation silver. Physical inventory of such material is required on a scheduled basis as prescribed by the NAVSUP P-485.

Spot Inventory

A spot inventory is an unscheduled type of physical inventory performed to verify the existence of a specific stock item. The inventory is performed as the result of a total not in stock (NIS) indication in the issue request when the verified stock record for the requested item shows an on-hand balance. A spot inventory also is performed to determine the on-hand quantity of a particular item when requested by the commanding officer, a fleet or type commander, a cognizant inventory manager, or other competent authority. For example, the commanding officer may request the physical inventory of any item that he considers to be highly essential to prospective operations. A fleet or type commander may need to have total asset visibility of a particular critical item, or an inventory, disposition and report of certain items which, after distribution within the supply system, are found to be defective.

Velocity Inventory

A velocity inventory is based on the premise that inaccuracies of stock record balances for any item increases with issue frequency. This means that most of the physical inventory effort should be concentrated on frequently demanded items. A velocity inventory,

requires a periodic physical count of all stock items that experience relatively frequent demands (fast movers), and a physical count of items that experience infrequent or no demands (slow movers) only when such items are issued. Periodic inventories of selected item management (SIM) items and post-issue inventories of non-SIM items, respectively, are examples of velocity inventories.

Random Sampling Inventory

The random sampling inventory is considered to be part of the annual scheduled inventory program. It is used only on authorized ships (automated special accounting class 207). A random sampling inventory is a measure of the stock record accuracy for a segment of material based on the physical count of a specified number of randomly selected items within the segment. Guidelines for conducting a physical inventory by the random sampling method are outlined in the NAVSUP P-485.

PHYSICAL INVENTORY SCHEDULES

Inventory schedules outline, in chronological sequence, the segments of material planned for physical inventory during a fiscal year. The inventory schedule is prepared by the supply officer prior to the commencement of each fiscal year. For stock material in department custody, the inventory schedule reflects the time frames jointly determined by the supply officer and the respective department head. An example of an inventory schedule is shown in figure 7-1. Refer to the NAVSUP P-485 for scheduled inventory requirements.

INVENTORY PERSONNEL

The supply officer is responsible for an accurate physical inventory of stock material and controlled equipment in supply department custody. The supply officer also provides advisory assistance for inventories of material in the custody of other departments. Qualified personnel used for inventorying material in the supply department are assigned by supply department memorandum. The Storekeeper in charge of each storeroom is usually responsible for the inventory of material in that storeroom.

PREPARATION FOR INVENTORY

Before inventory, all receipt and expenditure documents concerning the material to be inventoried must be collected and posted to the stock record cards.

Last SOAP/ILD completed April 1983
 Next SOAP/ILD tentatively scheduled April 1986

PHYSICAL INVENTORY SCHEDULE FY 1984

INVENTORY SEGMENT	NO. ITEMS	STOREROOM(S)/ OTHER SPACES	INCLUSIVE DATES	ACCURACY RATE %
SIM MAT'L	650	C, D	10/1- 10/12/83	
BULKHEAD MOUNTED SPARES	9	ENGRM #1 & MACHINE SHOP	11/1/83	
BULKHEAD MOUNTED SPARES	9	ENGRM #1 & MACHINE SHOP	2/1/84	
CONTROLLED EQUIPAGE	125	DEPT'L SPACES	2/15- 3/15/84	
SIM MAT'L	650	C, D	4/1/- 4/12/84	
BULKHEAD MOUNTED SPARES	9	ENGRM #1 & MACHINE SHOP	5/1/84	
ELECTRON TUBES (C.O. designated items)	36	D	6/3/84	
CLASSIFIED NUC WEPS MAT'L	156	A	7/2/- 7/6/84	
HAZARDOUS MAT'L (NON-SIM ONLY)	48	B	7/16/84	
BULKHEAD MOUNTED SPARES	9	ENGRM #1 & MACHINE SHOP	8/1/84	

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Supply Officer

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Figure 7-1.—Example of an inventory schedule.

The storeroom Storekeeper should inspect his spaces and rearrange stock to make sure that

- Loose articles are repackaged in standard bulk lots where possible.
- All stock is labeled or otherwise clearly identified.
- Cartons and other containers are stowed with labels and identifying information facing out where possible.
- Containers with broken seals are checked to make sure that a full count of material is present

and the container is prominently marked to show the actual count and the date of the count.

At least 1 week before the inventory, the supply officer should request that an official notice be placed in the "plan of the day," identifying the storeroom or stock being inventoried. This notice sets the dates and restrictions that must be observed during the inventory period.

INVENTORY PROCEDURES

Keeping m mind that inventories are performed to bring stock and stock records into agreement, you can

see the importance of a complete and accurate inventory. To reduce inventory errors you should:

- Work quietly and without haste.
- Write legibly.
- Make sure that the count is accurate.
- Make sure that the right unit of issue is used when performing the count.

Count Documents

Documents authorized for conducting inventory counts of stock material include NAVSUP Forms 1075 (whether or not maintained as locator records), and machine or manually prepared listings. Stock Record Cards Afloat, NAVSUP Forms 1114, even when maintained in storerooms, are not to be used as inventory count documents. Inventory count documents should contain the following information for each item:

- Complete stock number or part number
- description (optional)
- Unit of issue
- All locations except for bulkhead to bulkhead inventory of a specific storeroom or other storage area.

Count Procedures

A complete and accurate item count is basic to conducting a physical inventory. Inventory personnel must make sure that the total quantity of each item is determined as accurately as possible during the initial count of a storage area. Inventory aids such as tape measures, scales, equivalency tables, and measuring devices must be used when available. You may open sealed containers when necessary for item identification or quantity verification. Preservation packaging must not be broken without approval of the supply officer. All opened containers must be resealed after identification and count have been determined. Each container must be dated and initialed by the person who verified its contents.

Regardless if all items in a specific area or only certain items in specific locations are to be inventoried, inventory personnel equipped with appropriate count documents and inventory aids must proceed systematically from location to location in predetermined sequence. For each item subject to inventory, inventory personnel must make sure that:

- Each item is legibly identified by an appropriate stock number or part number. Each fragile or potentially hazardous item is conspicuously marked or labeled to indicate caution or warning.
- Each unit of each item is inspected for material condition and any quantity found unfit for issue or in need of reprereservation is recorded.
- Each item is carefully counted, weighed, or measured, and the quantity inventoried is legibly recorded on the count document. (If the same item is stored in multiple locations, the quantity in each location must be recorded.)
- Quantities and units of issue Recorded in count documents are compatible (e.g., if the unit of issue is PR and 100 bearings are counted, record 50, not 100).
- A tag, label, or card annotated with the inventory quantity and date is attached to each reel or container from which an item is issued in a unit of measure (foot, pound gallon, etc.). This makes sure that future issues of such items can be tallied to reflect the remaining quantity on each reel or in each container.
- Actual location of each item is either checked or entered in the count document.
- Consolidated storage of items with multiple locations is achieved when possible.
- If directed by the supply officer, lockers, cabinets, or drawers used for storage of infrequently demanded items are sealed after a complete inventory of their contents has been performed and verified.

Inventory personnel are responsible for keeping themselves aware of all receipts and expenditures of items included in the segment being inventoried. They must also make sure that documents applicable to such receipts and expenditures are conspicuously stamped or annotated "BEFORE INVENTORY" or "AFTER INVENTORY," as appropriate.

Review of Count Documents

Promptly upon completion of the physical inventory of a material segment or storage area and before matching inventoried quantities with applicable stock record balances. The inventory count documents must be reviewed by inventory personnel to make sure that:

- All items scheduled for inventory have been counted or verified as nonexistent.
- Quantities counted are legibly recorded and compatible with units of issue.
- All prerecorded locations applicable to the inventory segment have been checked and for each location, a quantity or zero is entered. (Locations prerecorded in count documents must not be deleted by inventory personnel, even though such locations may not be accurate.)
- “Added” items are accurately identified and legibly recorded.
- Applicable remarks are legibly entered and explicitly stated.
- Items are documented in NIIN sequence.
- Count documents are dated and initialed.

Stock Records in Agreement

Upon receipt of inventory count documents from the inventory personnel, the stock records Storekeeper must make sure that

- Items are documented in the correct sequence.
- Multiple cards or entries applicable to the same item are grouped and totaled by NIIN.
- All manual entries are legible.
- All annotated remarks are clearly understood.
- Any obvious omissions or inconsistencies are reconciled immediately by the responsible inventory personnel.

When the count documents are accurate and complete, they must be compared, item by item, with the applicable stock records to determine if a difference exists. If no differences exist, the matched count cards or matched items in the inventory listing must be posted to applicable stock records. The Julian date of the inventory and the notation “INV” must be entered in the “DATE DOCUMENT No.” column of the NAVSUP Form 1114, and the inventory quantity (which should be the same as the existing stock record balance) must be entered in the “ON HAND” column. (See figure 7-2.) If differences exist in on-hand quantities, locations, or other stock record data such differences

RECONCILIATION OF COUNT DOCUMENTS AND STOCK RECORDS

After the physical count and review of the count documents, the next step in the inventory process is to reconcile (compare) the count documents with the stock records. This is done to determine if differences exist between the physical count and the amount recorded on stock records.

1H		4338-88-931-2473 FILTER ELEMENT				EA	C1555	
COB		STOCK NUMBER AND DESCRIPTION				U/I	ITEM LOCATION(S)	
SPECIAL MATERIAL CATEGORY (CHECK APPLICABLE BLOCKS)		DATE	QUANTITY	GAIN	LOSS	UP	EXT	
<input type="checkbox"/> DLR		10/1/83	3					
<input type="checkbox"/> CRITICAL		4/10/84	4					

1H		4338-88-931-2473 FILTER EA				7.98	691388125		C1555		6	5	2	
COB		NATIONAL STOCK NO. : SMC DESCRIPTION				U/I	UNIT PRICE	APL / ABL NO.		LOCATION		HL	LL	BL
R52192		2	J	R	4/83	13	8					6	6	
REQUISITIONS OUTSTANDING		A/L QTY	F	E/R/C	SEG MO. DEM.	DOB	DFBF	LRG/MRT	EQ	CI	MEC	HIC	BCC/MLC	PER
JUL DATE	SERIAL NO	QUANTITY	DATE & BE / WCC		RECEPTS	ISSUES	ON HAND	DATE & SER / WCC		RECEPTS	ISSUES	ON HAND		
3368	5367	2	7046 BP				4							
3059	3341	2	3059-0459			2	2							
			307678267		2		4							
			3101-INV				4							

Figure 7-2.—Example of an inventory posted to a stock record.

must be reconciled in accordance with procedures outlined in the NAVSUP P-485.

CONTROLLED EQUIPAGE

Controlled equipage consists of shipboard items selected or approved by fleet commanders in chief for special inventory control. Accurate inventory management of controlled equipage issued for use requires the maintenance of separate custody records for individual items as well as certain physical inventory criteria prescribed in the NAVSUP P-485.

DESIGNATION OF CONTROLLED EQUIPAGE

The Controlled Equipage Item List (CEIL) is an item listing that the fleet commanders in chief developed for special inventory control. For example, items essential for the protection of life, or relatively valuable and easily convertible to personal use. The items selected as controlled equipage are categorized and listed as "signature required items" and "nonsignature required items" in the NAVSUP P-485.

The commanding officer or type commander may designate as controlled equipage (either as "signature required" or "nonsignature required") additional equipage items which he deems necessary to be so controlled. Any of the "nonsignature required" items listed in the NAVSUP P-485, may be designated as "signature required when the commander deems necessary. Items designated by the command officer are identified in a list prepared by the supply officer and approved by the commanding officer. The original of the list is retained by the supply officer and a copy is provided to each department head concerned. When items are designated by the type commander, the supply officer retains a copy of the type commander's directive and provides a copy to each department head concerned.

EQUIPAGE CUSTODY CODES

Each equipage item listed in the Allowance Equipage Lists (AELs) and the Coordinated Shipboard Allowance Lists (COSALs) is assigned a code that shows if the item is controlled or noncontrolled equipage. If controlled equipage, the code also indicates if a custody signature is or is not required. It also shows the departments normally assigned custodial responsibility. The equipage custody codes are found in the NAVSUP P-485. When distributed by the Ships Parts Control Center (SPCC), COSALs in which equipage items are custody coded will be accompanied

with partially prepared NAVSUP Forms 306 for certain items and with ADP lists for others. The NAVSUP Forms 306 are provided for use as custody records, after other required data such as department card number, additional description, and serial numbers have been entered. The ADP lists are provided only for use as convenient "master" lists, and are not to be used as custody records.

CONTROLLED EQUIPAGE CUSTODY RECORD

The Controlled Equipage Custody Record, NAVSUP Form 306, is prescribed as a custody record and inventory control document for controlled equipage in nonautomated ships. When items are designated as controlled equipage by the commanding commander, the notation "CO DESIGNATED ITEM" or "TYCOM DESIGNATED ITEM," as appropriate, is entered in the top or bottom margin of the NAVSUP Form 306.

Preparation

Unless NAVSUP Forms 306 are provided with the COSAL, controlled equipage custody records are prepared in an original and one copy for each item of controlled equipage in the custody of each department head. The original of each custody record, as well as each duplicate for controlled equipage in the custody of the supply department, is retained by the supply officer. All other duplicate custody records are given to the cognizant department head.

An example of a NAVSUP Form 306 is shown in figure 7-3. Guidelines for preparing the NAVSUP Form 306 are found in NAVSUP P-485.

Posting

Receipts and expenditures should be entered promptly. Each entry must show the date of the transaction, receipt or expenditure document number, activity received from or expended to, the quantity received or expended and the balance. When signature is required each new balance must be attested by the signature of the responsible head of department. Figure 7-4 shows sample requisition, receipt, and issue documents for controlled equipage.

Inventory

All controlled equipage items must be inventoried once a year during the period starting 15

equipment has been taken during the 6-month period before the start of the annual inventory, the requirement for the current year is considered to be satisfied. When a departmental inventory of controlled equipment is taken incident to the relief of a department head, it is taken jointly by the relieved and relieving department heads. It must be completed before the detachment of the relieved department head.

Preparation for Inventory

Before a physical inventory of controlled equipment, all unprocessed receipt and expenditure documents relating to controlled equipment must be completed and posted to applicable NAVSUP Forms 306. The originals of NAVSUP Forms 306 for items with serial numbers are reviewed to make sure the serial numbers on them. Original custody records without serial numbers are marked to show that serial numbers must be determined during the upcoming inventory. Custodial department heads are told to make the same notation, if needed, in their duplicate custody records. At least 1 month before 15 February, the supply officer prepares an official notice advising all department heads of procedural details to be followed in performing their annual inventories of controlled equipment. The notice is signed by the commanding officer or an officer with delegated authority.

Performing the Inventory

The head of each department is responsible for inventorying the items for which he has custody. The duplicate NAVSUP Forms 306 are used when performing and recording the physical inventory of controlled equipment. Each item must be seen and inspected for serviceability by the person performing the inventory. Serial number control must be maintained on those items identified in NAVSUP P-485. Differences between serial numbers on the material and those on the custody records must be investigated and reconciled. The date of the inventory, quantity inventoried, and signature of the person performing the inventory must be entered in the "Inventory Record" of the department head's duplicate custody records. The entries must be made by pen or indelible pencil.

The inventory entries recorded in the duplicate custody records are transcribed as soon as possible to the originals maintained by the supply officer. When the inventoried quantity of an item differs from the verified custody record balance, recounts and/or

investigative research are required in accordance with NAVSUP P-485.

Upon completion of a controlled equipment inventory, each department head must submit a letter report to the commanding officer. A copy is also sent to the supply officer. When controlled equipment is inventoried because of a change of department head, the letter report must be signed by both the relieved and relieving department heads.

Deficiencies and Excesses

To maintain effective management of controlled equipment assets, some type commanders keep a computerized program designed to:

- Afford ready visibility of existing controlled equipment deficiencies and excesses.
- Match the reported deficiencies of one ship with the reported excesses of another.
- Facilitate the redistribution of reported excesses.
- Point out deficiencies of urgently required items for which no excesses are available for redistribution.

Input to this program, comes from required, deficiency/excess reports from individual ships of the type command. The request for reporting procedures and from are found in the NAVSUP P-485.

SELECTED ITEM MANAGEMENT

Selected item management is an inventory control procedure for Nonautomated ships that focuses management attention on the small percentage of items that experience the majority of demands. Inventory management of repair parts and consumables designated as SIM items requires:

- Close and continuing attention.
- Quarterly stock status review.
- Semiannual inventory.
- Verification or update of management data in stock records upon each receipt of a new ML-N.
- Stock replenishment based on demand using high and low limits.
- Collective storage in centrally located storerooms, except for items which, because of their physical characteristics, cannot be properly stored in such locations.
- Separate file of stock records.

Inventory management of non-SIM repair parts and consumables requires:

- Close attention only upon receipt and issue of material.
- Inventory of the remaining balance of an item after each issue.
- Reference to the ML-N for verification of management data only when an item is requisitioned.
- Stock replenishment on a one-for-one basis except when otherwise prescribed by the TYCOM or when excess stock is on hand.
- Stock records filed separate from SIM stock records.

Any item that has experienced a frequency of two or more demands within the past 6 months, or has a predictable demand frequency of two or more demands based on deployed or seasonal usage is designated a SIM item. Any item that does not meet the demand frequency for SIM items is designated as non-SIM. Any consumable item that meets the frequency of demand criteria for a SIM item but is not stocked by the supply department (usually because of space limitation) is designated as a SIM direct turnover (DTO) item.

STOCK RECORDS

Without stock records, it would be impossible for the supply officer to meet his responsibility of maintaining stocks needed for the operation of the ship. Procurement of stock must be based on the information contained in the stock record cards. Inventory control encompasses procurement, stocking, issuing, and accounting for material.

A Stock Record Card Afloat (NAVSUP 1114m or 1114 (manual)) will be maintained for each:

- stocked maintenance assistance module
- ready service spare
- repair part or consumable
- SIM DTO item aboard nonautomated ships

Ships that have been commissioned or have completed a Supply Operations Assistance Program/Integrated Logistics Overhaul (SOAP/ILO) after July 1974 will maintain:

- blue stock record cards for reactor plant items (i.e., "Q" COSAL items);

- red (or red bordered) stock record cards for other special category items (e.g., mandatory turn-in repairables, special material identification code, shelf-life, critical, hazardous, classified); and
- buff stock record cards for all other items.

Stock records in all ships will include outstanding requisition numbers and a history of all receipt and expenditure transactions, and management data required for accurate inventory control. Stock records for other than SIM DTO items will also show storage locations and current on-hand balances.

Stock records will be retained until replaced incident to a SOAP/ILO. Samples of stock records are shown in figure 7-5.

NAVSUP Form 1114m is an IBM type of stock record card in which significant management data elements are keypunched. These keypunched cards provide a nonautomated ship with the capability to duplicate its stock record battery when near an activity with automatic data processing equipment (ADPE). The form also contains additional data blocks for manual entries of supplementary management data when needed. A complete set of keypunched NAVSUP Forms 1114m is provided by the SOAP ADP facility at FISC Oakland to each nonautomated ship upon completion of a SOAP/ILO. A complete set of keypunched and interpreted NAVSUP Forms 1114m also is furnished by the Navy Ship's Parts Control Center (SPCC) to each nonautomated "new construction/major conversion" ship prior to its commissioning or recommissioning. To interpret these cards refer to the *Soap Manual*, NAVSURINST 4441.21 series.

NAVSUP Form 1114 (manual) is identical to the NAVSUP Form 1114m in design. It is a "continuous feed" type of form that facilitates typing the top and bottom lines of new stock record cards. They are required to be prepared when keypunched and interpreted NAVSUP Forms 1114m are filled, or when new items are added to shipboard stock between SOAP/ILOs.

FILES

Stock records may be kept in either horizontal or vertical filing equipment. The use of horizontal files (i.e., card file trays) for SIM items and vertical files (i.e., boxes or card file drawers) for non-SIM items is recommended. Regardless of the filing equipment used, separate files are required for SIM and non-SIM items. The stock records in each file will be arranged

NAVSUP FORM 1114m FOR A SIM REPAIR PART

9M	5960-00-134-5995	TUBE	EA	1.92	06302342	D1112	12	9	6									
COB/MPC	NATIONAL STOCK NO	SMIC	DESCRIPTION	U/I	UNIT PRICE	APL/AEL NO	LOCATION											
U	R52192	0006	1 R	4/76														
REQUISITIONS OUTSTANDING		A/L QTY	AT	E/R/C	BEG. MO. DEM.	DOBF	DFBF	URG	MRT	EOI	CI	MEC	MC	BCC	BLC	PER	DEM PD	DEM QTY
JUL DATE	SERIAL NO	QUANTITY	DATE & SER/WCC		RECEPTS	ISSUES	ON HAND	DATE & SER/WCC		RECEPTS	ISSUES	ON HAND						
6188	3306	3	18 APR 76				0012											
6185	3385	4	6182-0602			3	9											

NAVSUP FORM 1114m FOR A NON-SIM REPAIRABLE ITEM

7H	5840-00-798-4946	AMPLIF	EA	853.00	882094535	A1250												
COB/MPC	NATIONAL STOCK NO	SMIC	DESCRIPTION	U/I	UNIT PRICE	APL/AEL NO	LOCATION											
U	R52192	0002	1 R	4/76														
REQUISITIONS OUTSTANDING		A/L QTY	AT	E/R/C	BEG. MO. DEM.	DOBF	DFBF	URG	MRT	EOI	CI	MEC	MC	BCC	BLC	PER	DEM PD	DEM QTY
JUL DATE	SERIAL NO	QUANTITY	DATE & SER/WCC		RECEPTS	ISSUES	ON HAND	DATE & SER/WCC		RECEPTS	ISSUES	ON HAND						
6109	3456	0001	18 APR 76				0001											

NAVSUP FORM 1114 (MANUAL) FOR A SIM DTO CONSUMABLE ITEM

09NPO028

90	8610-00-815-2692	PAINT, BR CN	EA	5.25	GUCL														SIM DTO
COB/MPC	NATIONAL STOCK NO	SMIC	DESCRIPTION	U/I	UNIT PRICE	APL/AEL NO	LOCATION			HL	LL	SL							
U	R52192		C	4/76	72	12	X	X											
REQUISITIONS OUTSTANDING		A/L QTY	AT	E/R/C	BEG. MO. DEM.	DOBF	DFBF	URG	MRT	EOI	CI	MEC	MC	BCC	BLC	PER	DEM PD	DEM QTY	
JUL DATE	SERIAL NO	QUANTITY	DATE & SER/WCC		RECEPTS	ISSUES	ON HAND	DATE & SER/WCC		RECEPTS	ISSUES	ON HAND							
6211	3150	6	6243-3150		6	6	0												

Figure 7-5. Sample stock record cards.

in NIIN sequence. To preclude misfiling or careless loss of stock records, only the well-trained and adequately supervised Storekeeper or Storekeeper striker should be permitted access to stock record files.

DATA ELEMENTS

Data elements used in NAVSUP Forms 1114m and 1114 (manual) are found in the NAVSUP P-485.

PREPARING NEW CARDS

When the original card is filled, a new card is prepared, duplicating the stock item information, except for usage data. The beginning date, demand quantity, and frequency of demand on the old card are totaled and entered on the new card. Any requisitions

still outstanding are also transferred. The old card must be retained until the next supply overhaul and is filed according to local practice.

POSTING RECEIPTS OF STOCK MATERIAL

Stock record cards should be posted daily, in ink, as you receive the receipt and issue documents from the receiving Storekeepers and storeroom Storekeepers. Receipts should be posted before issues, and the SIM items posted before non-SIM.

The following data in the stock record must be compared with those in the receipt document. Differences must be reconciled before posting the receipt to the stock record.

- cognizance symbol,
- national stock number,
- unit of issue,
- unit price,
- quantity requisitioned, and
- storage location.

Data in Agreement

If the above data are the same in the receipt document and in the stock record, entries in the stock record (see figure 7-6) will be made as follows:

- Enter the Julian date of the receipt and the serial number of the related requisition in the "Date & Ser./WCC" column.
- Enter the receipt quantity in the "Receipts" column.
- Increase the balance in the "On Hand" column by the quantity received.
- Line through (but do not obliterate) applicable requisition data in the "Requisitions Outstanding" column. An example of the line through technique is shown in figure 7-6.

If a NAVSUP Form 1250-1 was used to requisition an NIS DTO requirement, the retained green copy will be removed from the MOF for immediate issue of the item received. Refer to NAVSUP P-485 for a more detailed explanation of this process.

Data Differences

Any differences noted when comparing a receipt document and stock record data will be reconciled before posting the receipt to the stock record.

When the cognizance symbol in the receipt document differs from that in the stock record, the cognizance symbol in the stock record will be changed to agree with that in the receipt document. See figure 7-7 for an example of a cognizance symbol change.

When an item is received under a new or superseding NSN, a new stock record will be prepared to record the receipt. Refer to figure 7-8 for an example of a stock record with a superseding NSN and figure 7-9 for an example of closing out a superseded NSN stock record. Figure 7-9.—Example of closing out a superseding NSN stock record.

When a Replenishment item is received under a new or superseding NSN, the on-hand balance in the stock

FORM	5935-00-504-4766	SOCKET	EA	3.92	06302342	D1116											
COG/M/C	NATIONAL STOCK NO	SMIC	DESCRIPTION	U/I	UNIT PRICE	APL/DEL NO	LOCATION	ML	LL	SL							
U	R52192	2	1	R	4/76												
REQUISITIONS OUTSTANDING		A/LQTY	AT	E/R/C	BEG. MO. DEM.	DOFP	QIMP	ALMG	WRT/EO	CI	MIC	MC	ACC	SLC	PER	DEM. NO.	DEM. QTY
JUL. DATE	SERIAL NO.	QUANTITY	DATE & SER./WCC		RECEIPTS	ISSUES	ON HAND	DATE & SER./WCC		RECEIPTS	ISSUES	ON HAND					
18 APR 76	2200 34261 (NIS)	2	18 APR 76		2	0	2										
	6150-0636				2	0											
	6210-3386				2	2											

Figure 7-6.—Posting receipts to stock records.

FORM	4320-00-177-3045	BEARING	EA		
COG/M/C	NATIONAL STOCK NO	SMIC	DESCRIPTION	U/I	
U	R52192	6	1	R	4/76
REQUISITIONS OUTSTANDING		A/LQTY	AT	E/R/C	BEG. MO. DEM.

Figure 7-7.—Example of a cognizance symbol change to stock records.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
DOC IDENT.	FI FROM	NA	FSC	NSN	STOCK NUMBER	ACC	UW	QUANTITY	DOCUMENT NUMBER	REQUISITIONER	DATE	SERIAL	SUPPLEMENTARY ADDRESS	FUND	DISTRIBUTION	PROJECT	MARK FOR	PROJECT	UNIT PRICE	CLASS	CTS																																																										
A01	NOZ	3	5960	00	1888562	EA	00001	R	52192	6155	3396	Y	D1119	A	NR	9N	EE5	17	1	20																																																											
SHIPPED FROM	SHIP TO	MARK FOR	PROJECT																																																																												
A	B	C	D																																																																												
N00228	NSC OAKLAND	R52192	USS JOHN PAUL JONES (DDG-32)	D1119																																																																											
WAREHOUSE LOCATION	TYPE OF CARGO	UNIT PACK	UNIT WEIGHT	UNIT CUBE	UFC	NMFC	FREIGHT RATE	DOCUMENT DATE	MAT COND	QUA																																																																					
F	G	H	I	J	K	L	M	N	O	P																																																																					
0122629									S	C																																																																					
SUBSTITUTE DATA (ITEM ORIGINALLY REQUESTED)	FREIGHT - CLASSIFICATION NOMENCLATURE																																																																														
T	U																																																																														
5960	00	1888538																																																																													

09NPO033

Figure 7-10.—Example of a stock number of an item originally requested on DD Form 1348-1.

substitute item, the receipt data as well as the notation "ITEM IS SUBSTITUTE FOR NSN _," will be entered in the existing stock record. If a stock record does not exist a new stock record will be prepared to record the receipt of the substitute item as shown in figure 7-11, an example of a posting action for a substitute item.

The stock record for the primary item and the stock record for the substitute item will be reviewed at the same time when computing total demand quantity and/or frequency demand, and in determining replenishment requirements. When replenishment is required, the primary item (if preferred) will be requisitioned.

When the unit of issue in the receipt document differs from that in the stock record, the unit of issue in the stock record will be changed to agree with that in the receipt document. In addition, the allowance quantity, the HL/LL/SL quantities (if a SIM item), and the on-hand balance in the stock record will be adjusted for compatibility with the new unit of issue, if required. If adjustment of the on-hand-balance is required, the Julian date of the adjustment, the notation "U/I CHANGE," and the adjusted on-hand quantity will be entered prior to posing the receipt document. For an example, see figure 7-12. It is important that any unit of issue changes in a stock record be considered in computations of total demand quantity. For example, if 2 PR of an item had been issued prior to a unit of issue change from PR to EA, the issued quantity of 2 PR will be counted as 4 EA in total demand quantities computed after the posted date of the change.

When the unit price in the receipt document differs from the stock record, the unit price in the stock record will be changed to agree with the receipt document.

Significant price changes will be verified with the ML-N, and if the price indicated in the ML-N is unrealistic, verification should be requested from the Ship's Parts Control Center (SPCC).

Quantity

Partial Quantity Received, Balance Due—When the total quantity requisitioned is not received, and a suffix code is indicated in column 44 of the receipt document, the quantity received will be posted to the stock record. The requisitioned quantity indicated in the "Requisitions Outstanding" column will be lined through, and the quantity that remains outstanding will be entered next to the deleted original quantity. For an example, see figure 7-13.

Partial Quantity Received, Balance Canceled—When the total quantity requisitioned is not received, and no suffix code is indicated in column 44 of the receipt document the requisition will be considered to be completed. No further action will be taken by the supply system to furnish the remaining balance. Therefore, the quantity received will be posted to the stock record, and all applicable requisition data in the "Requisitions Outstanding" column will be lined through. For an example, see figure 7-13. If the unfurnished balance of the requisitioned quantity is required, a NAVSUP Form 1250-1 will be prepared to initiate another requisition.

Receipt Overages in Excess of \$100—A receipt overage exists if the receipt quantity is more than that requisitioned and/or invoiced. When a receipt overage exceeds \$100 per line item, or it involves controlled material, the excess quantity will be reported as a receipt discrepancy in accordance with the NAVSUP P-485.

PARTIAL QUANTITY RECEIVED, BALANCE DUE

QUANTITY		DOCUMENT NUMBER		DATE		SERIAL		URG	
00002		52192		6151		3391		A	

REQUISITIONS OUTSTANDING			A/L QTY	AT	E/R/C	BEG. MO. DEM.	DOBF	DPBF	URG
JUL DATE	SERIAL NO.	QUANTITY	DATE & SER/WCC		RECEPTS	ISSUES	ON HAND		
6151	3391	2	18 APR 76				6		
			6151-0345			3	3		
			6151-3391		2		5		

DGNP0036

PARTIAL QUANTITY RECEIVED, BALANCE CANCELLED

QUANTITY		DOCUMENT NUMBER		DATE		SERIAL		URG	
00001		52192		6151		3392		B	

REQUISITIONS OUTSTANDING			A/L QTY	AT	E/R/C	BEG. MO. DEM.	DOBF	DPBF	URG
JUL DATE	SERIAL NO.	QUANTITY	DATE & SER/WCC		RECEPTS	ISSUES	ON HAND		
6151	3392	2	18 APR 76				4		
			6151-0346			2	2		
			6216-3392		1		3		

Figure 7-13.-Example of the posting of partial quantities to stock records.

Only the requisitioned quantity will be posted to the stock record as a receipt. The excess quantity, with a copy of the Report of Discrepancy (ROD) attached, will be set aside pending disposition instructions from the action addressee of the ROD.

Receipt Overages of \$100 or Less—When a receipt overage does not exceed \$100 or involve controlled material, the total quantity received will be stored and posted to the stock record. However, if retention of the excess quantity is not desired and the ship is in the vicinity of the issuing activity, the excess material will be returned in accordance the NAVSUP P-485. Only the retained quantity will be posted to stock records as a receipt. If retention of a receipt overage is not desired when the ship is not in the vicinity of the issuing activity, the total quantity received will be posted to the stock record. Then the excess quantity will be transferred to an ashore supply activity in accordance with the NAVSUP P-485.

Receipt Shortages in Excess of \$100—A receipt shortage exists if the receipt quantity is less than that invoiced. When a receipt shortage exceeds \$100 per line item, or it involves controlled material, the actual receipt quantity will be posted to the stock record in accordance with the above subparagraph on “partial Quantity Received, Balance Due.” The deficient quantity will be reported as a receipt discrepancy in accordance with the NAVSUP P-485. A copy of the Report of Discrepancy (ROD) and the applicable receipt document then will be held in the material outstanding file until replacement material or a credit

invoice is received. If the reply to the ROD is negative, refer to “receipt shortage of \$100 or less.”

Receipt Shortage of \$100 or less—When a receipt shortage which does not exceed \$100 or involve controlled material cannot be reconciled with the issuing activity, only the quantity actually received will be posted to the stock record. In addition, a NAVSUP Form 1250-1 will be prepared to report the receipt shortage as consumption under ACCESS. (This document will not be posted to the stock record.) Data blocks of the NAVSUP Form 1250-1 will be completed in the same manner as those for a loss by inventory except as follows:

- Data block 29 (Remarks). Enter the notation “MAT’L RECEIPT SHORTAGE,” and the applicable receipt document number.
- Data block S (Posted). Do not check the “S/R (Issue)” square. For an example, see figure 7-14.

After completion of data entries and approval of the supply officer, the NAVSUP Form 1250-1 will be distributed as appropriate. Overages or shortages of Navy-owned material received from Supply Activities (FISC’S, etc..) or received during UNREP are to be resolved directly with the Supply Activities or UNREP ship immediately. No ROD is required. Overages or shortages of non-Navy-owned material received from DOD or GSA will be reported in accordance with NAVSUP P-485.

23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
UNIT OF ISSUE		QUANTITY		DOCUMENT NUMBER												SUPPLEMENTARY ADDRESS		FUND		DISTR. BUTION													
EA		00002		R		52192		6095		3305		Y		C2113		A		NR		1A													

06NP0037

1. REQ DATE	2. DEPT NO	3. URGY	4. ROD	5. LOCATION	6. SIM	NON-SIM	7. ISSUE NO	A. REQ. QTY	8. REQ. NO.			
	0723			C2133	<input type="checkbox"/>	<input checked="" type="checkbox"/>	8,150					
9. NOUN NAME OR REF SYM		9. FPR	10. APLAEL/CID		11. INV QTY	12. NIB	NIC	C. OBL AMT.	D. POSTED			
COUPLING		<input type="checkbox"/>	NOT APPL			<input type="checkbox"/>	<input type="checkbox"/>		SR (REQN OAS)			
13. JOB CONTROL NUMBER				16. EIC		17. EQUIP COSAL SUPPTD		E. L/RG	MART			
R 52192SX00000000				GENERAL		YES <input type="checkbox"/> NO <input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>			
18. SC	19. COG	20. MOC	21. STOCK NUMBER			22. NIIN	23. SMC	24. LM	25. QUANTITY	26. UNIT PRICE	27. EXTENDED PRICE	28. FUND
A	1A	1	015002350761					EA	1	450	450	NR
29. REMARKS								30. APPROVED BY:				
MAT'L RECEIPT SHORTAGE (Doc. No R52192-6095-3305)								<i>S. d. Gander</i>				
								31. RECEIVED BY:				

SINGLE LINE ITEM CONSUMPTION DOCUMENT (MATERIAL)
NAVSO FORM 1284 (REV. 05-77) (7/78) (SEE 0104-001-200)

Figure 7-14.—Example of a report of receipt shortage as consumption.

Storage Location

New Location. When the receipted copy of the receipt document received from the storeroom Storekeeper indicates that material was stored in a location different from that indicated in the stock record, the location shown in the stock record will be lined through and the new location will be entered. For an example, see figure 7-15.

Additional Locations. When the receipted copy of the receipt document received from the storeroom Storekeeper indicates that an item is stored in multiple

locations, the additional location(s) will be entered in the stock record.

Disposition of Posted Receipt Documents

After a receipt has been posted to the stock record, the OPTAR records Storekeeper will enter the material receipt date in the Requisition/OPTAR Log in accordance with NAVSO P-3013. The receipt document then will be forwarded to the requisitioning Storekeeper for attachment to the hardback copy of the related requisition from the material outstanding file.

3365	Y	0444	A	NR	9H
------	---	------	---	----	----

D1141

~~3365~~

LOCATION	HL	LL	BL
----------	----	----	----

06NP0038

RECEIVED BY AND DATE	INSPECTED BY AND DATE
R. Houlahan, SKCS 7/15/76	
WAREHOUSED BY AND DATE	WAREHOUSE LOCATION
S. d. Hally, SK3 7/15/76	NEW LOC D1141

Figure 7-15.—Example of posting location changes to stock records.

Both documents then will be placed in the material completed file.

Posting Receipts (and Issues) of SIM DTO Material

When SIM DTO material is received and turned over to custodial departments, the receipt documents and related issue requests will be posted simultaneously to the stock record cards maintained for SIM DTO material. The procedure for posting receipt documents and updating management data in stock record cards for SIM DTO items is much the same as that for stock records applicable to stock material. As prescribed previously in the paragraph on "Posting Receipts of Stock Material." The following are exceptions to that procedure:

- As the total quantity of SIM DTO material is issued immediately upon receipt, and since receipts and issues are posted to the stock record simultaneously, the on-hand balance in stock records for SIM DTO items always will be zero.
- When a SIM DTO item is received under a superseding NSN, a separate stock record card need not be prepared, as the superseded NSN in the existing stock record card may be lined through and the superseding number entered above it.
- As an Allowance Parts List (APL) number, storage location, allowance quantity, and AT code are not required entries in a stock record for SIM DTO material. Such data will not be entered in a new stock record prepared for SIM DTO material received under a substitute NSN. However, the entry of "GUCL" or "GEN USE" is required in the APL data block.
- NAVSUP Forms 1250-1 prepared to report receipt shortages as consumption under ACCESS will be distributed in accordance with the NAVSUP P-485. Since the submarine forces do not submit ACCESS consumption documents for consumables, preparation of NAVSUP Forms 1250-1 for reporting receipt shortages of SIM DTO items is not required. In either case, if the deficient quantity is to be reordered, the responsible department must submit another NAVSUP Form 1250-1 to initiate the requisition.

After stock records for SIM DTO items have been posted, the receipt and issue documents will be processed as prescribed in the NAVSUP P-485.

INVENTORY CONTROL PROCEDURE OBJECTIVES

The basic objectives of inventory control procedures used afloat are to:

- focus attention on the relatively few items that will satisfy the majority of onboard demands for material;
- provide for the accumulation of accurate consumption data required for ACCESS and the 3-M program and for maintaining adequate supply levels;
- establish a historical demand file for accumulating usage data for not carried (NC) material;
- prescribe that each request for an NC repair part be used to make sure that the parent equipment is supported in the Coordinated Shipboard Allowance List (COSAL);
- reduce physical inventory requirements and to prescribe standard physical inventory procedures;
- provide for effective management of controlled equipage, presentation silver, and mandatory turn-in repairable;
- reduce the number of stock record management data changes required to be made by nonautomated ships;
- prescribe the NAVSUP Form 1250-1 (Single Line Item Consumption Document (manual)) as the issue request document in nonautomated ships;
- prescribe the NAVSUP Form 1250-1 (Single Line Item Consumption/Requisition Document (manual)) as the issue request document in nonautomated ships and as the normal requisitioning document of the nonautomated ships of the submarine forces; and
- prescribe the DD Form 1348 (Single Line Item Requisition System Document (manual)) as the issue request document in automated ships other than those in the submarine forces.

Meeting these inventory control objectives are of major concern to all store keeping personnel. The SK3 and SK2 should be aware of the above objectives and understand their importance. The results of the division's SMA will depend on how well these objectives are met.

CHAPTER 8

MATERIAL EXPENDITURES

The effectiveness of a supply department is measured primarily by its response to the requirements of other departments. Within the supply department your effectiveness will be measured by your overall performance. Personnel from other departments, however, will see only your response to their needs. This response begins with material identification and ends with material expenditure. This chapter discusses the types of expenditures and explains your responsibilities in the supply function.

TYPES OF EXPENDITURES

In this chapter we are concerned with the material held in supply department storerooms and its expenditure. Expenditure is any act which results in a decrease in Navy assets (material or funds). There are three ways of expending material: (1) issue, (2) transfer, and (3) survey. (Refer to the glossary for the definition for these terms.) Of these three, issues are of primary importance to the ship.

When a survey is approved, it becomes an expenditure document and will be assigned a serial number in the expenditure document series.

EXPENDITURE DOCUMENT NUMBERING SYSTEM

Expenditure documents will be numbered in accordance with the Military Standard Requisitioning and Issue Procedures (MILSTRIP) numbering system. The document number consists of the service designator code, the ship's unit identification code (UIC), the four-digit Julian date, and a four-digit serial number. For example: If the volume of expenditure documents or the location and size of physical facilities warrants, the serial numbers may be divided into separate blocks of numbers for assignment to categories, such as ordnance, food, ship's stem, and clothing items, and other expenditures. Expenditure document numbers will not duplicate document numbers assigned to requisitions unless the requisitions are for replacement mandatory turn-in repairable (MTR) items. Through the fiscal year, all serial numbers, except for MTR items, run consecutively within each block for each type of expenditure.

EXPENDITURE RECORD LOG

The expenditure record log is used to control expenditure document number assignments and to provide a record of all expenditures. The expenditure record log is divided into two segments described as follows:

Expenditures, Except for MTR Items—This section of the expenditure record log will be maintained for recording all transfers and surveys. If the ship assigns blocks of serial numbers this segment will be subdivided to include a separate section for each material category. The serial numbers in each section will run consecutively throughout the fiscal year. An example of an Expenditure Record Log for other than MTR items is shown in figure 8-1.

MTR items—This section will be maintained for recording all shipments of unserviceable MTR items. Document numbers in this section will duplicate document numbers assigned to replacement requisitions. An example of the shipment of unserviceable MTR items Expenditure Record Log is shown in figure 8-2.

EXPENDITURE INVOICE FILES

The expenditure invoice file will contain the original of each expenditure invoice prepared by the ship, or a copy if the original is required elsewhere. Internal issue documents, NAVSUP Forms 1250-1, will not be included in the expenditure file. Expenditure invoices will be filed by expenditure document number. However, expenditure invoices for MTR items will be placed on the opposite side from other expenditure invoices. The expenditure invoice file will be retained for 1 year after completion of transfer or survey action.

ISSUES

Heads of departments have authority to request material for the operation of their respective departments. Normally, department heads authorize someone in the department to submit issue requests and receive material. This may be done by submitting a list to the supply officer, naming the individuals authorized. The department head may use a credit card system that

EXPENDITURE RECORD LOG				
EXPENDITURE DOCUMENT NUMBER	DEPT.	EXPENDITURE SHIPPED TO	MATERIAL IDENTIFICATION	REMARKS
0176-0141	ENG.	FISC SUBIC BAY	VALVE, GATE 9C4820-00-277-9848	IN EXCESS WORK ITEM REC'D
0180-0142	SUP.	USS GANNET MSC-290	UNDERSHIRT, 90B420-00-543-6648	SAIPS SPARE TRANSFER
0182-0143	SUP.	SURVEY	MISC. FRESH SUBSISTENCE	THROWN OVERBOARD AT SEA
0189-0144	GUN.	SURVEY	TYPEWRITER, UNDERWOOD, MAN. 11-7565722	CUSTODY CARD Q-74, TURN IN NSC PEARL
0196-0145	ENG.	FISC PEARL HARBOR	AIR COMPRESSOR	CHANGE IN ALLOWANCE
0196-0146	SUB.	FISC PEARL HARBOR	TYPEWRITER, UNDERWOOD, MAN. 11-7565722	REFER GUN. SURVEY 0182-0144

Figure 8-1.—Example of an Expenditure Record Log for other than MTR items.

SHIPMENTS OF UNSERVICEABLE MTR ITEMS				
EXPENDITURE DOCUMENT NUMBER	DEPT.	EXPENDITURE SHIPPED TO	MATERIAL IDENTIFICATION	REMARKS
0173-5631	ENG.	FISC SUBIC BAY	VOLTMETER, SER. 04681 2N6625-694-8273	CUSTODY CARD - B 39, MCC-N, REPLACEMENT ORDERED
0179-5680	GUN.	FISC PEARL HARBOR	RELAY ASSY. 2A1420-00-830-6904	MCC-N, REPLACEMENT ORDERED FOR D.T.O.
0198-5703	OPS.	FISC PEARL HARBOR	TUBE, 2A5960-00-966-4918	MCC-G, REPLACEMENT ORDERED FOR STOCK

Figure 8-2.—Example of the Shipment of Unserviceable MTR items Expenditure Record Log.

authorizes the bearer to request and receive material. Either method serves not only as an authorization for you to accept the request but also as a control over requests submitted by departments.

Control of issues is necessary to make sure that the ship stays within the OPTAR granted by the TYCOM and that only essential material is requested. The commanding officer normally provides for an equitable distribution of the OPTAR to the various departments by means of a departmental budget. Each head of department is required to operate within this budget. The budget may be exceeded only with the approval of the commanding officer.

SUPPLY SUPPORT CENTER (SSC)

An SSC is an organization component that serves as a single point of contact between supply and maintenance personnel. Although an SSC is not required on ships that do not have a Supply Corps officer assigned, its establishment is strongly recommended when enough space is available. Generally, the SSC receives and processes material requests, determines or verifies material identification,

and advises maintenance personnel of requisition status on their unfilled issue requests. Although such functions are performed in ships without an SSC, they can be accomplished more effectively when consolidated under an SSC in a location conveniently accessible to maintenance personnel.

ISSUE REQUEST DOCUMENTS USED

All issues of stock material and all direct turnover (DTO) material procured by the supply department, as well as all chargeable services, will be recorded on a NAVSUP Form or 1250-1. When you prepare the NAVSUP Form 1250-1, follow the procedures in the NAVSUP P-485.

DISTRIBUTION

Distribution of the NAVSUP Form 1250-1 is determined by the type of transaction or circumstance to which it applies. For example, the use of procurement action tickler file requires an alteration in distribution. In the case of NAVSUP Form 1250-1, distribution depends on whether or not it is used as a

requisition. The different purposes for which NAVSUP Form 1250-1 is used, and the distribution in each situation, are prescribed in the NAVSUP P-485.

ISSUE

Assuming that the action needed for issue as specified in the NAVSUP P-485 have been performed and recorded accurately, the issue is simple. The storeroom Storekeeper goes to the location shown on the request, removes the material, turns it over to the department representative in exchange for the representative's signature on the original of the NAVSUP Form 1250-1.

ISSUE OF PRE-EXPENDED BIN (PEB) MATERIAL

Replenishment of PEB material in organizational maintenance level ships is the responsibility of the department head controlling the space in which the PEB is located. In intermediate maintenance level ships, replenishment of PEB material is the responsibility of the supply support center. The supply officer must make sure that adequate backup stocks of PEB material are maintained. Replenishment of PEB material will be retie by use of NAVSUP Form 1250-1 prepared as specified in the NAVSUP P-485.

POSTING ISSUES TO STOCK RECORDS

Issue transactions will be posted, in ink, to stock records daily. Issues of selected item management (SIM) items will be posted first. Issues will not be posted to the stock records before the actual issue of material.

The material issue date and the department number or the work center code if a department number is not assigned (data block 7 and data block 2 or 14 of the issue request) will be posted to the "Date & Ser./WCC" column of the stock record. The quantity (data block 25 of the issue request) will be posted to the "Issue" column and the quantity in the "On hand" column will be reduced to reflect the new stock record balance. (For an example see figure 8-3.)

NON-SIM INVENTORY VALIDATION OR (AT ISSUE) DURING AN ISSUE

If the item issued is a non-SIM item, the inventory figure in data block 11 of the NAVSUP Form 1250-1 will be compared with the on-hand balance indicated in the stock record after the issue has been posted. If the item was issued from more than one location, the inventory figures in data block 29 will be compared with the quantity figures in the "Location" field of the stock record. After such figures have been reduced by

The figure illustrates the process of posting an issue to a stock record card. It consists of three forms:

- Top Form (Requisition Form):** Contains fields for 1. REQ. DATE (6196), 2. DEPT NO (0484), 3. URGY (C), 4. ROD, 5. LOCATION (A1250), 6. REQ. NO. (6196), 7. ISSUE DATE (6196), 8. REQ. QTY, and 9. REQ. NO.
- Middle Form (Stock Record Card):** Contains fields for 18. SC, 19. CODE, 20. INCC, 21. POC, 22. STOCK NUMBER (4820005062927), 23. SMC, 24. UN, 25. QUANTITY (EA), 26. UNIT PRICE, 27. EXTENDED PRICE, and 28. FUND.
- Bottom Form (Stock Record Card):** Contains fields for 1H (4820-00-506-2927), DISK, VAL, EA, 9.10, 882094535, and A1250. It also includes a table for requisitions outstanding and a table for stock record data.

Arrows indicate the flow of information from the requisition form to the stock record card. Specifically, the requisition date (6196), department number (0484), location (A1250), and quantity (EA) are used to identify the stock record card. The issue date (6196) and quantity (1) are used to post the issue to the stock record card.

REQ. DATE	SERIAL NO	QUANTITY	DATE & SER./WCC	RECEIPTS	ISSUES	ON HAND	DATE & SER./WCC	RECEIPTS	ISSUES	ON HAND
6109	3774	1	18 APR 76			3				
6196	0484	1		1	2					

Figure 8-3.—Example of the posting of an issue to the stock record card.

the issued quantities. If the quantities differ, refer to the NAVSUP P-485 for the action to be taken.

COMPLETION AND DISTRIBUTION OF NAVSUP FORM 1250-1 FOR ISSUES AND INVENTORY LOSSES OF STOCK MATERIAL

After posting an issue or inventory loss to the stock record, the stock records Storekeeper will complete the data entries on the NAVSUP Form 1250-1 as required by the NAVSUP P-485.

After an issue or an inventory loss has been posted to the stock record, and data entries have been completed, the NAVSUP Form 1250-1 will be distributed as required by the NAVSUP P-485.

PREPARATION OF NAVSUP FORM 1250-1 FOR NOT IN STOCK OR NOT CARRIED (NIS/PARTIAL/NC) MATERIAL

When the total quantity of a requested item is not available and a partial quantity is issued, the storeroom Storekeeper will line through the quantity requested on the NAVSUP Form 1250-1 and enter the quantity actually issued (see figure 8-4). The remaining data entries in the issue request then will be completed in the same manner as that for a routine issue from stock. If the unfilled balance of the requested quantity will continue to be required, the storeroom Storekeeper will prepare a new NAVSUP Form 1250-1 for the deficient quantity, duplicating all information from the basic document except the quantity. The yellow copy of the new document will be detached and given to the requester. The remaining data entries in the new document then will be completed by the stock records Storekeeper (see figure 8-5).

Total Quantity NIS

If a requested item is NIS and no acceptable substitute is available, and if the quantity requested is still required, the stock records Storekeeper will verify the requester's data, and then complete the remaining data entries for requisitioning.

Not Carried (NC) Material (Including SIM DTO)

If a requested item is not carried in stock and an acceptable substitute is not available, and if the requested item will continue to be required, the stock records Storekeeper will verify the requester's data, and

then will complete the remaining data entries for requisitioning. The ML-N, COSAL, MCRL, or other pertinent publication listed the NAVSUP P-485 will be used to determine or verify data entries in a NAVSUP Form 1250-1 for NC material. See figures 8-5, 8-6, and 8-7 for examples of these entries.

Management Data Entries

After verifying the data furnished by the requester and before initiating a requisition for NIS/NC material (including SIM DTO items), the stock records Storekeeper will complete the required issue data blocks entries in the NAVSUP Form 1250-1. For complete management data entry information, refer to the NAVSUP P-485.

USAGE DATA

Since usage data plays a large part in determining future allowances of material, it is important that usage be recorded. Usage data on all material for which a NAVSUP Form 1114 is maintained must be rounded on the stock record card. If a NAVSUP Form 1250-1 is used as the consumption document, an additional document (NAVSUP Form 1114 or suitable document) is filed in the historical demand file (HDF). Hardback copies of NAVSUP Form 1250-1 and NAVSUP Form 1114 are filed in the following sequence: NIIN, NICN, part number, and other item identification. Copies of SERVMART Shopping List are maintained chronologically, by Julian date of the applicable money value only (MVO) requisition number.

In regard to the historical demand file, it will not be required if the type commander provides a monthly ADP list of NC items qualified for stock (based on ACCESS consumption documents that the ship submitted in the past 12-month period). When such a list is provided, the hardback copies of NAVSUP Form 1250-1 for NC items may be discarded after procurement documents have been prepared, and the list will be used as the historical demand record until replaced by the next monthly list. Superseded lists need not be retained inasmuch as Supply Operations Assistance Program/Integrated Logistics Overhaul requirements for demand data applicable to NC items can be readily provided by the type commander's ADP facility.

Reporting Usage of Nonissued Material

When material used for a maintenance action or other purpose was obtained from other than

SINGLE LINE ITEM CONSUMPTION/REQUISITION DOCUMENT (MANUAL)
NAVSUP FORM 1250-1 (7 FT) (REV. 7/79) S/N 0108-LF-501-5505

A. NOUN NAME OR REF SYM BLOCK		B. FPR		10. AFL/REL/CD 01689426		11. INV QTY NIB <input type="checkbox"/> NIG <input checked="" type="checkbox"/>		C. OBL AMT 264		D. POSTED	
13. UIC V051520E01Z000P31R000		14. WIC		15. JRN		17. EQUIP COBAL SUPPLYD YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		E. URG <input type="checkbox"/> MART <input type="checkbox"/>		S/R (RECN O/S) <input type="checkbox"/>	
18. SC J9N		20. MOC 59200001604895		22. STOCK NUMBER EA0000		24. LH		25. QUANTITY 132		27. EXTENDED PRICE 264 CR	
19. COG		21. FSC		23. SMD		26. UNIT PRICE		28. FUND		30. APPROVED BY: <i>Ronald Spence</i>	
29. DOC IDENT		RTG IDENT		M & S		SVC		LIC		JUL DATE	
31. RECEIVED BY:		32. APPROVED BY: <i>Ronald Spence</i>									
11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 A B A R 7 P 3 5 U CITY V 0 5 1 5 2 0 E 0 1 Z 0 0 0 P 3 1 R 0 0 0 R V 0 5 8 5 1 B 9 N I K 5 0 6											

9N 5920-00-296-2440 FUSE EA .70 57039600 D1136

COD		NATIONAL STOCK NO		S/MC		DESCRIPTION		U/I		LIMIT PRICE		APL/AEL NO.		LOCATION		HL		LL		SL	
V C		R52192		4		1 R		4/76													
REQUISITIONS OUTSTANDING		A/L QTY		AT		E/R/C		REQ. NO. DEM		DGF		DFBF		LNG/MRT/DIR		CI		MIC		NIC	
JUL. DATE		SERIAL NO.		QUANTITY		DATE & SER./WOC		RECEIPTS		ISSUES		ON HAND		DATE & SER./WOC		RECEIPTS		ISSUES		ON HAND	
6196 3775		1		1		18 APR 76		3		3											
6196 3565		1 (M)		6196-0691				PARTIAL		2		1									
6196 3566		3		6196-0715		LBS		①		0											
				6200-3775		1				1											
				6200-0691				PARTIAL		1		0									

SINGLE LINE ITEM CONSUMPTION/REQUISITION DOCUMENT (MANUAL)
NAVSUP FORM 1250-1 (7 FT) (REV. 7/79) S/N 0108-LF-501-5505

1. REQ. DATE 6196 0692		2. DEPT. NO. B		3. URGY B		4. ROD 6206		5. LOCATION		6. S/MC NON-SM <input type="checkbox"/> SM <input checked="" type="checkbox"/>		7. ISSUE DATE		A. RECN. QTY. 00002		B. RECN. NO. 6196-3456					
8. NOUN NAME OR REF SYM BLOCK		9. FPR		10. AFL/REL/CD 01689426		11. INV QTY NIB <input type="checkbox"/> NIG <input checked="" type="checkbox"/>		12. C. OBL AMT 264		13. UIC V051520E01Z000P31R000		14. WIC		15. JRN		17. EQUIP COBAL SUPPLYD YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		E. URG <input type="checkbox"/> MART <input type="checkbox"/>		D. POSTED	
18. SC J9N		20. MOC 59200001604895		22. STOCK NUMBER EA0000		24. LH		25. QUANTITY 132		26. UNIT PRICE		27. EXTENDED PRICE 264 CR		28. FUND		30. APPROVED BY: <i>Ronald Spence</i>		31. RECEIVED BY:		OSNPO042	
29. DOC IDENT		RTG IDENT		M & S		SVC		LIC		JUL DATE		32. APPROVED BY: <i>Ronald Spence</i>		31. RECEIVED BY:							
11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 A B A R 7 P 3 5 U CITY V 0 5 1 5 2 0 E 0 1 Z 0 0 0 P 3 1 R 0 0 0 R V 0 5 8 5 1 B 9 N I K 5 0 6																					

Figure 8-4.—Example of the posting of partial Issues to stock record from NAVSUP Form 1250-1.

supply sources (e.g., salvage, cannibalization, local manufacture), a NAVSUP Form 1250-1 is needed. The form is prepared by the work center representative to document and report the usage. It will be submitted to the supply office for input. (Nonissued items that are usually requisitioned as changeable material will be

reported as changeable material.) The NAVSUP Form 1250-1 will be prepared to include data entries normally required of maintenance personnel in issue requests.

If the item is identified by an NSN and stock record exists, the Julian date, department number (or work

1. REQ. DATE 6196		2. DEPT. NO. 0692		3. URGY B		4. RDD 6206		5. LOCATION		6. SIM <input type="checkbox"/> NON-SIM <input checked="" type="checkbox"/>		7. ISSUE DATE		A. REQN. QTY. 00002		B. REQN. NO. 6196-3456					
8. MAIN NAME OR REF SYM BLOCK				9. FPH		10. AFLAELCD 01689426				11. INV QTY		12. NIS <input type="checkbox"/> NC <input checked="" type="checkbox"/>		C. CBL AMT 264		D. POSTED					
13. JOB CONTROL NUMBER V051520E01E000P31R000										17. EQUIP COBAL SUPPLY		E. URG <input type="checkbox"/> MART <input type="checkbox"/>		S/R (REQN O/S)		OPTAR LOG <input checked="" type="checkbox"/>					
18. SC		19. COG		20. MCC		21. FSC		22. STOCK NUMBER		23. BMD		24. UA		25. QUANTITY		26. UNIT PRICE		27. EXTENDED PRICE		28. FUND	
J9N		592000		1604895		EA		0002		132		264		CR							
										29. APPROVED BY: Ronald Spence		30. RECEIVED BY:									
11234		4567		8901		2345		6789		0123		4567		8901		2345		6789		0123	
A B A R 7 P 3		3		5		QTY		V 515261963456		R V 5851 B		9 N I K 5 6									
DOC IDENT		RTG IDENT		M A S		SVC		LIC		JUL DATE		SERIAL		D E M		S V C		SUPPL ADDRESS		S I G	
DOCUMENT NUMBER										FUND		DIBT		PRUJ		PRI		RDD		ADV	

Figure 8-5.—Example of NAVSUP Form 1250-1 for an NIS item after entries of requisition data for chargeable material.

1. REQ. DATE 6196		2. DEPT. NO. 0692		3. URGY B		4. RDD 6206		5. LOCATION		6. SIM <input type="checkbox"/> NON-SIM <input checked="" type="checkbox"/>		7. ISSUE DATE		A. REQN. QTY. 00002		B. REQN. NO. 6196-3456					
8. MAIN NAME OR REF SYM BLOCK				9. FPH		10. AFLAELCD 01689426				11. INV QTY		12. NIS <input type="checkbox"/> NC <input checked="" type="checkbox"/>		C. CBL AMT 264		D. POSTED					
13. JOB CONTROL NUMBER V051520E01E000P31R000										17. EQUIP COBAL SUPPLY		E. URG <input type="checkbox"/> MART <input type="checkbox"/>		S/R (REQN O/S)		OPTAR LOG <input checked="" type="checkbox"/>					
18. SC		19. COG		20. MCC		21. FSC		22. STOCK NUMBER		23. BMD		24. UA		25. QUANTITY		26. UNIT PRICE		27. EXTENDED PRICE		28. FUND	
J9N		592000		1604895		EA		0002		132		264		CR							
										29. APPROVED BY: Ronald Spence		30. RECEIVED BY:									
11234		4567		8901		2345		6789		0123		4567		8901		2345		6789		0123	
A B A R 7 P 3		3		5		QTY		V 515261963456		R V 5851 B		9 N I K 5 6									
DOC IDENT		RTG IDENT		M A S		SVC		LIC		JUL DATE		SERIAL		D E M		S V C		SUPPL ADDRESS		S I G	
DOCUMENT NUMBER										FUND		DIBT		PRUJ		PRI		RDD		ADV	

REQUISITION DATA ENTRIES ARE SHADED

Figure 8-6.—Example of stock records Storekeeper entries for NC items.

center code), and quantity indicated in the NAVSUP Form 1250-1 will be posted to the stock record to record the demand. Since the item was not issued from supply department stock, the existing stockyard balance will not be reduced. Whether or not an applicable stock record is maintained, the stock records Storekeeper, prior to distribution of the NAVSUP Form 1250-1, will complete the data blocks as shown in figure 8-8.

TRANSFERS

As prescribed in OPNAVINST 3120.32 (Standard Organization and Regulations of the U.S. Navy),

material transfer is one of the general duties of the supply officer. Unless otherwise directed by the commanding officer, the supply officer is responsible for approving transfers of all types of material (except medical/dental supplies in end-use ships, and fuel). Although such responsibility need not be delegated by letter, it should be specified in the *Ship's Organization and Regulations Manual* (SORM). Before transfer of material (other than unserviceable or excess items) to another activity, the supply officer makes sure that it is not currently needed by the department(s) that normally use it. In the absence of the supply officer, material transfers may be approved by the duty supply officer or

the command duty officer, as prescribed in the SORM. Before proceeding with any unfamiliar transfer action, (e.g., Maintenance Assistance Modules (MAIMs)) the NAVSUP P-485 should be consulted.

TRANSFERS TO OTHER AFLOAT UNITS

Transfers to other afloat units are made in response to a request when the material is available and can be spared. Requests are normally received on a DD Form 1348, but may be received by letter, message, or other means. The DD Form 1348 is prepared in the same manner a requisition to a supply activity except that the document identifier is left blank

Availability of material is determined by the supply officer after considering the quantity on hand and the anticipated usage until replenishment can be obtained. The supply officer may also request the advice of the using department before transferring repair parts. If material is not available, the request is rejected.

Additional entries requested by the NAVSUP P-485 should be made by the transferring ship. An example of an intership transfer document is shown in figure 8-9.

When the request is received by other means, it must contain the NSN, unit of issue, quantity, document number, fund code, and project code. A DD Form

1348-1 is then prepared by the transferring ship. An example is shown in figure 8-10. Refer to the NAVSUP P-485 for detailed preparation and disposition instructions.

Posting Transfers to Stock Records

Transfers of material are posted to stock record cards in the same manner as issues, except that the quantity transferred is circled. This is done because transfers are not considered as usage or demand since the material was not used on your ship.

Receipts from other ships are posted and issued exactly the same as receipts from a supply activity.

Summarizing Transfers

Each month the value of transfers to other ships and afloat units is summarized to the supporting DFAS using the Summary of Material Receipts/Expenditures, NAVCOMPT Form 176. This action effects the necessary appropriation, allotment, and cost accounting adjustment. Refer to the NAVSUP P-485 for preparation and submission procedures.

The image shows a DD Form 1348 intership transfer document. The document is divided into several sections:

- Header:** Contains document number (R52192), ship name (USS JOHN PAUL JONES (DDG-32)), and requisition number (R04462), ship name (USS EDSON (DD-946)).
- Item Description:** "WASHER".
- Stock Number:** 0533000004960X3EA00001.
- Quantity:** 1.
- Remarks:** "R. S. SEARS, LT, SC, USN".
- EXP. INV.:** R52192-6196-0031.
- Fund Code:** NR IHEK506.
- Quantity:** 1.
- Price:** \$4.90.

The form includes various fields for routing, distribution, and administrative use, such as "SEND TO:", "REQUISITION IS FROM:", "FUND CODE", "PROJECT CODE", and "UNIT PRICE".

Figure 8-9.—Example of DD form 1348 used as an intership transfer document.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
DCC	IDENR.	IN	FROM	M	S	NO	PSC	MM	ADD	QUANTITY	DOCUMENT NUMBER	SERIAL	SUPPLEMENTARY ADDRESS	MARK FOR	PROJECT	REPORT DEL DATE	UNIT PRICE	TOTAL PRICE																																																													
							5330	000104980	X3EA	00001	R 04462	8198	1688	YNW001ANR 1H	EK505			4.90																																																													
SHIPPED FROM R52192 USS JOHN PAUL JONES (DDG-32)										SHIP TO R04462 USS EDSON (DDG-948)										TOTAL PRICE DOLLARS CENTS 4.90																																																											
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S																																																													
SUBSTITUTE DATA (ITEM ORIGINALLY REQUESTED)	FREIGHT CLASSIFICATION NOMENCLATURE	EXP. INV. R52192-8198-0031	ITEM NOMENCLATURE	WASHER	SELECTED BY AND DATE	TYPE OF CONTAINER(S)	TOTAL WEIGHT	RECEIVED BY AND DATE	INSPECTED BY AND DATE	PACKED BY AND DATE	NO. OF CONTAINER(S)	TOTAL CUBE	WAREHOUSED BY AND DATE	WAREHOUSE (LOCATION)	REMARKS	FIRST DESTINATION ADDRESS	DATE SHIPPED	APPROVED FOR TRANSFER	I.L. GARDNER, LT, SC, USN	TRANSPORTATION CHARGEABLE TO	LABOR, AML, OR RECEIVER'S SIGNATURE (AND DATE)	RECEIVER'S DOCUMENT NUMBER																																																									
DD FORM 1348-1	1 MAR 74	EDITION OF 1 JAN 64 MAY BE USED UNTIL EXHAUSTED	DOD SINGLE LINE ITEM RELEASE / RECEIPT DOCUMENT	86NPO175																																																																											

Figure 8-10.—Example of DD Form 1348-1 used as an intership transfer document.

Transfers of Fuel

Transfer of fuel by ships other than tankers is documented in unpriced memorandum DD Forms 1149 or 1348-1. They are not summarized. A copy of each transfer document must accompany the transferring ship's Monthly Summary of Fuel Inventory and Steaming Hours Report (commonly called the "monthly fuel report").

NAVSUP P-485 provides specific instructions covering the transfer of fuel from ship to ashore activities and transfer of aviation fuels. Transfers or losses of bulk propulsion fuel from tankers are expended in accordance with fleet or type commander and Military Sealift Command instructions.

MATERIAL TURNED INTO STORE ASHORE

Material is normally turned in because it is in excess, unserviceable mandatory turn-in repairable, representation required salvage, or disposal. Each transfer must be approved by the supply officer. Credit for excess material turned in will be granted to the

appropriate TYCOM operating budget in accordance with the credit policy of the inventory manager. An example of a DD Form 1348-1 used for turn-into store ashore is shown in figure 8-11. The distribution instructions for the DD Form 1348-1 used for turn-in to store ashore are found in the NAVSUP P-485.

Identification of Turn-In Material

Material turned in to store ashore must be identified, tagged, and marked accurately. This allows the receiving activity to process and grant credit, when applicable. Ships must follow the procedures outlined in NAVSUP P-485 when identifying material for turn-in to store ashore.

Accounting for Turn-Ins

Accounting for material turned in to store ashore from nonstock funded ships is performed by ashore activities. Summaries are not required. Transfers should not be recorded in the ship's OPTAR Log. Although turn-ins of material to store ashore have no impact on the transferring ship's OPTAR, large dollar

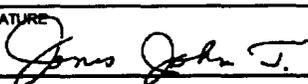
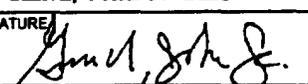
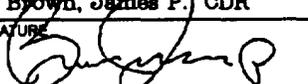
FINANCIAL LIABILITY INVESTIGATION OF PROPERTY LOSS							
PRIVACY ACT STATEMENT							
AUTHORITY: 10 USC 136; 10 USC 2775; DoD Instruction 7200.10; EO 9397.		ROUTINE USE: <input checked="" type="checkbox"/> None		(*) MLSR REPORT 1996/01			
PRINCIPAL PURPOSE: To officially report the facts and circumstances supporting the assessment of financial charges for the loss, damage, or destruction of DoD-controlled property. The purpose of soliciting the SSN is for positive identification.		DISCLOSURE: Voluntary; however, refusal to explain the circumstances under which the property was lost, damaged, or destroyed may be considered with other factors in determining if an individual will be held financially liable.					
1. DATE INITIATED (YYMMDD) 980428		2. INQUIRY/INVESTIGATION NUMBER 28APR98-8746-8T1			3. DATE LOSS DISCOVERED (YYMMDD) 980424		
4. NATIONAL STOCK NO. 8820-01-079-9836		5. ITEM DESCRIPTION 19" RCA Color Trank Television		6. QUANTITY 03	7. UNIT COST \$298.00	8. TOTAL COST \$894.00	
9. CIRCUMSTANCES UNDER WHICH PROPERTY WAS <input checked="" type="checkbox"/> STOLEN <input checked="" type="checkbox"/> LOST <input type="checkbox"/> DAMAGED <input type="checkbox"/> DESTROYED (Attach additional pages as necessary) Television sets discovered missing from barracks 128 rooms 132, 143, and 156 as a result of a physical inventory conducted to update minor plant property records. Televisions were not secured LAW OPNAVINST 8830.14B, para. 0321, to prevent theft.							
10. ACTIONS TAKEN TO CORRECT CIRCUMSTANCES REPORTED IN BLOCK 9 AND PREVENT FUTURE OCCURRENCES (Attach additional pages as necessary) All personnel checking out of barracks now required to have their rooms physically inventoried prior to checkout. All televisions to be permanently secured within rooms by anchor pad or bolts. (*) NCIS NAVAL AIR STATION NOTIFIED 980424, ASSUMED CASE.							
11. INDIVIDUAL COMPLETING BLOCK 9 THROUGH 10							
a. ORGANIZATIONAL ADDRESS (Unit Designation, Office Symbol, Base, State/Country, Zip Code) NAVAL AIR STATION NORTH ISLAND, CA 92010			b. TYPED NAME (Last, First, Middle Initial) Sample, Eye, M. SK1		c. AUTOVON / DSN NUMBER 476-7234		
			d. SIGNATURE <i>Sample Eye M</i>		e. DATE SIGNED 980428		
12. (X one) <input checked="" type="checkbox"/> RESPONSIBLE OFFICER (PROPERTY RECORD ITEMS) <input checked="" type="checkbox"/> REVIEWING AUTHORITY (SUPPLY SYSTEM STOCKS)							
a. NEGLIGENCE OR ABUSE EVIDENT / SUSPECTED (X one) <input checked="" type="checkbox"/> (1) Yes <input type="checkbox"/> (2) No		b. COMMENTS / RECOMMENDATIONS Televisions discovered missing upon making morning rounds.					
c. ORGANIZATIONAL ADDRESS (Unit Designation, Office Symbol, Base, State/Country, Zip Code) NAVAL AIR STATION NORTH ISLAND, CA 92010			d. TYPED NAME (Last, First, Middle Initial) Smith, John, J. BM1		e. AUTOVON / DSN NUMBER 476-3731		
			f. SIGNATURE <i>John J. Smith</i>		g. DATE SIGNED 980802		
13. APPOINTING AUTHORITY							
a. RECOMMENDATION (X one) <input checked="" type="checkbox"/> (1) Approve <input type="checkbox"/> (2) Disapprove		b. COMMENTS / RATIONALE			c. FINANCIAL LIABILITY OFFICER APPOINTED (X one) <input checked="" type="checkbox"/> (1) Yes <input type="checkbox"/> (2) No		
d. ORGANIZATIONAL ADDRESS (Unit Designation, Office Symbol, Base, State/Country, Zip Code) NAVAL AIR STATION NORTH ISLAND, CA 92010			e. TYPED NAME (Last, First, Middle Initial) Sea, Arn, L. LCDR		f. AUTOVON / DSN NUMBER 476-4488		
			g. SIGNATURE <i>Sea Arn L.</i>		h. DATE SIGNED 980804		
14. APPROVING AUTHORITY							
a. ACTION (X one) <input checked="" type="checkbox"/> (1) Approve <input type="checkbox"/> (2) Disapprove		b. COMMENTS / RATIONALE Submit copies to: (*) CNO (NO9N1) NAVSURFWARCENDIV CRANE (3046)			c. LEGAL REVIEW COMPLETED IF REQUIRED (X one) <input checked="" type="checkbox"/> (1) Yes <input type="checkbox"/> (2) No		
d. ORGANIZATIONAL ADDRESS (Unit Designation, Office Symbol, Base, State/Country, Zip Code) NAVAL AIR STATION NORTH ISLAND, CA 92010			e. TYPED NAME (Last, First, Middle Initial) Doe, John, J. CDR		f. AUTOVON / DSN NUMBER 476-0001		
			g. SIGNATURE <i>John J. Doe</i>		h. DATE SIGNED 980804		

DD Form 200, FEB 91

Previous editions are obsolete.

Attachment (1)
to Enclosure (4)

Figure 8-13.—Example of a completed Report of Survey, DD Form 200 (front).

15. FINANCIAL LIABILITY OFFICER		
a. FINDINGS AND RECOMMENDATIONS <i>(Attach additional pages as necessary)</i>		
<p>Findings:</p> <ol style="list-style-type: none"> 1. BM1 Smith failed to properly secure television sets during the evening resulting in their theft. Failure to properly execute assigned responsibilities resulted in loss to government. 2. Remove from property record. 3. All personnel must now have their rooms physically inventoried before checkout. All televisions have been permanently secured within rooms by anchor pad or bolts. 		
b. DOLLAR AMOUNT OF LOSS	c. MONTHLY BASIC PAY	d. RECOMMENDED FINANCIAL LIABILITY
\$894.00	\$1,823.00	\$894.00
e. ORGANIZATIONAL ADDRESS <i>(Unit Designation, Office Symbol, Base, State/Country, Zip Code)</i> NAVAL AIR STATION NORTH ISLAND, CA 92010	f. TYPED NAME <i>(Last, First, Middle Initial)</i> Jones, John J. LT	g. AUTOVON / DSN NUMBER 476-7387
	h. DATE REPORT SUBMITTED TO APPOINTING AUTHORITY (YYMMDD)	i. DATE APPOINTED (YYMMDD) 980424
	j. SIGNATURE 	k. DATE SIGNED 980801
16. INDIVIDUAL CHARGED		
a. I HAVE EXAMINED THE FINDINGS AND RECOMMENDATIONS OF THE FINANCIAL LIABILITY OFFICER AND <i>(X one)</i>		
<input type="checkbox"/> (1) Submit the attached statement of objection. <input checked="" type="checkbox"/> (2) Do not intend to make such a statement.		
b. I HAVE BEEN INFORMED OF MY RIGHT TO LEGAL ADVICE. MY SIGNATURE IS NOT AN ADMISSION OF LIABILITY.		
c. ORGANIZATIONAL ADDRESS <i>(Unit Designation, Office Symbol, Base, State/Country, Zip Code)</i> NAVAL AIR STATION NORTH ISLAND, CA 92010	d. TYPED NAME <i>(Last, First, Middle Initial)</i> Smith, John J. BM1	e. SOCIAL SECURITY NUMBER 123-45-6789
f. AUTOVON / DSN NUMBER 476-3731	g. SIGNATURE 	h. DATE SIGNED 980803
17. ACCOUNTABLE OFFICER		
a. DOCUMENT NUMBER(S) USED TO ADJUST PROPERTY RECORD		
b. ORGANIZATIONAL ADDRESS <i>(Unit Designation, Office Symbol, Base, State/Country, Zip Code)</i> NAVAL AIR STATION NORTH ISLAND, CA 92010	c. TYPED NAME <i>(Last, First, Middle Initial)</i> Brown, James P. CDR	d. AUTOVON / DSN NUMBER 427-7877
	e. SIGNATURE 	f. DATE SIGNED 980804

DD Form 200 (Back), FEB 91
Attachment (1)
to Enclosure (4)

86NP0180

Figure 8-14.—Example of a completed Report of Survey, DD Form 200 (back).

INITIAL REQUESTS

The DD Form 200 will be initiated by either the accountable or responsible person.

When circumstances warrant, such as when there is an indication of criminal action or gross negligence, the commanding officer or the CO's designee may appoint a surveying officer or survey board. Refer to the NAVSUP P-485 for Survey Board procedures.

Exceptions

Research action is not required when it is the opinion of the commanding officer or a designated representative that negligence is not indicated in the loss, damage, or destruction of government property. Also if for reasons known to the commanding officer, negligence, or responsibility cannot be determined and research under those conditions would constitute an unnecessary administrative burden. Research action is not usually required when an individual accepts responsibility for loss, damage, or destruction of government property. At the discretion of the commanding officer or a designated representative, investigative reports required by other appropriate DOD component regulations may be used in lieu of research procedures prescribed in the NAVSUP P-485 under the following circumstances:

1. There is no death nor personal injury involved.
2. The total property damage does not exceed \$200.
3. There is no possible claim against the government.

EXPENDITURE OF MATERIAL WITHOUT SURVEY

Material will be expended without survey on a Requisition and Invoice/Shipping Document (DD Form 1149) or DOD Single Line Item Release/Receipt

Document (DD Form 1348-1) which will be annotated "Loss by survey" and will indicate the circumstances of the loss or damages, or the disposition authority, as applicable, under the following circumstances:

1. Items determined to be scrap by an inventory manager.
2. Losses of liquid oxygen because of evaporation (boil-off).
3. Material cannibalized or otherwise unaccounted for in the overhaul and repair department.
4. Residue of material cannibalized in the overhaul and repair department considered to have scrap value only.
5. Samples of petroleum products sent to a laboratory for examination and test, but not returned to stole.
6. Medical material determined to be defective or out of date by the Field Branch, Bureau of Medicine and Surgery, and destruction of the material has been directed.
7. Discrepancies in material quantities transferred to disposal, provided that the value of loss or shortage is less than \$50 per line item and does not involve sensitive items.
8. Material is lost in transit due to enemy action.

Action by the Appointing Authority

The appointing authority is usually the commanding officer, designee, or officer in the chain of command with jurisdiction over the individual having custodial responsibility for the property involved.

For detailed instructions concerning the preparation and submission of the Report of Survey, refer to the NAVSUP P-485.

CHAPTER 9

ACCOUNTING CLASSIFICATIONS

Each year the Navy must have billions of dollars to carry out its mission. This money comes from the taxpayers of the United States as determined by the Congress.

The Navy must keep accounts to show the receipt and expenditure of public funds. Also for the amount of government money, materials, and property on hand, and the cost of all operations. These accounts are broken down by projects, programs, and other functional/subfunctional categories (i.e., budget classification, expense element, cost account codes, and object classes). All these function as part of financial management, which is necessary to make sure that government property and money are economically used in the public interest. Cost data assembled by the above methods are used for budget planning and justification.

This chapter explains how the Navy gets its money, and the procedures used to account for it.

As a Storekeeper, you need to know the types of accounting and their uses in the Navy. They are:

APPROPRIATION ACCOUNTING—tells how much money has been spent, how much is obligated, and how much is available under each appropriation or subdivision (e.g., operating budget). Thus, the Navy controls expenditures to keep them within the monetary limits established by the appropriation act.

COST ACCOUNTING—through which the Navy can accumulate all costs according to activity or unit, purpose, and type of expenditure.

INVENTORY (STORES) ACCOUNTING—which is used to maintain records of material and supplies on hand. These records provide the information necessary to prepare returns or reports.

PLANT PROPERTY ACCOUNTING—which is used to maintain records of all Navy-owned or Navy-controlled real property and equipment of a capital nature ashore.

PAYROLL ACCOUNTING—which is used to maintain records of payments to civilian and military personnel of the Navy.

For accounting purposes, Navy activities are designated either shore activities or operating forces.

As a general rule, shore activities perform all of the accounting functions listed above. In the interest of economy, large shore activities frequently perform some of these functions for the smaller activities.

If accounting is to be performed accurately, the correct accounting classifications must be assigned by the Originator of any document This could be your job.

The Navy expends money from one of two major classifications, appropriations or funds. This chapter explains the purpose and use of the two classifications so that you have some understanding of what appropriations and funds are, and the difference between them.

The accounting performed to control expenditures is covered in another chapter.

APPROPRIATIONS

An appropriation is an authorization by an Act of Congress to incur obligations for a specified time and purpose and to make payments out of the Treasury. It is in this form that the Navy receives money to pay for ships and the cost of their operation and maintenance. It also covers the cost of training, the pay for those who operate them, and the money to operate the shore establishment that supports the fleet.

ACCOUNTING PERIOD

The accounting period of the Navy is the fiscal year. Fiscal year differs from the calendar year in that it begins on 1 October and ends on the following 30 September. The fiscal year is designated by the calendar year in which it ends. Thus, Fiscal Year 1996 began on 1 October 1995 and ended on 30 September 1996.

TYPES OF APPROPRIATIONS

Three types of appropriations may be used in the Navy, depending upon the purpose for which they are issued. Most appropriations are for 1 fiscal year and are used to finance the normal operating costs of the Navy. Other types may be granted without a time limitation or for a specific period of time which is more than 1 year.

Annual Appropriations

Annual appropriations generally cover the current operating and maintenance expenses of the Navy. They become available at the beginning of the fiscal year stated in the appropriation act. From that time on throughout the fiscal year, they may be either directly expended or obligated. An obligation occurs when an order is placed by an afloat unit or material is issued to an ashore activity, or similar transactions during a given period that requires future payments.

After the end of the fiscal year, the Navy must return any unobligated balance to the Treasury. Obligated funds remain available for an additional 2 years. At the end of the additional 2-year period, the balance remaining in the account. They are transferred to the successor "M" account. These funds represent unliquidated obligations less reimbursement to be collected. The successor "M" account is available for disbursement of appropriated funds.

Continuing Appropriations

An appropriation is available for incurring obligations until the appropriation is exhausted or until the purpose for which the appropriation was made is accomplished. An appropriation without restriction to a fixed period is called a continuing appropriation or a no-year appropriation. Examples of continuing appropriations are Military Construction Navy and revolving funds such as the Defense Business Operating Fund.

Continuing appropriations become available for obligation and expenditure at the beginning of the fiscal year following the passage of the appropriation act. They may become immediately available if specified in the act. When the purpose of a continuing appropriation has been accomplished, the balance equal to the total of unliquidated obligations, less the total of reimbursements to be collected, is transferred to the successor "M" account. Any remaining unobligated balance is transferred to the surplus of the Treasury.

Multiple-Year Appropriations

Multiple-year appropriations are generally made for purposes which require long lead time of planning and execution such as procurement of Aircraft and Missiles Navy and Shipbuilding and Conversion Navy. Multiple-year appropriations become available for obligation and expenditure at the beginning of the fiscal year designated in the appropriation act unless otherwise stated in the act. They are available for

incurring obligations only during the fiscal years specified in the act. However, they are available for the payment of such obligations for an additional 2 years thereafter.

At the end of the last fiscal year included in the appropriation, the appropriation expires for obligation purposes. The unobligated balance is transferred to the surplus of the Treasury. At the end of the 2 years following the expiration of obligation availability, the balance remaining in the account, representing unliquidated obligations less reimbursements to be collected, is transferred to the successor "M" account.

STATUS OF APPROPRIATIONS

Three terms are used to designate the status of appropriations.

CURRENT APPROPRIATION—An appropriation which is available for incurring obligations during the current fiscal year.

EXPIRED APPROPRIATION—An appropriation that is no longer available for incurring obligations. It does remain available to liquidate existing obligations.

LAPSED APPROPRIATION—The undisbursed balance of an appropriation. It is no longer available for disbursement by the department is called a lapsed appropriation.

By way of explanation, let us follow an annual appropriation for Fiscal Year 1996 through the above terms.

Current appropriation 1 October 1995 to 30 September 1996. Available for obligation and disbursement. At the end of the fiscal year (30 September 1996) the Navy must return the unobligated balance to the Treasury.

Expired appropriation 1 October 1995 to 30 September 1997. No new obligations may be incurred. The obligated balance is retained and disbursements made to liquidate the obligations.

Lapsed appropriation 1 October 1997. No further disbursements may be made. The balance of outstanding unliquidated obligations remaining is transferred to a successor account which is available indefinitely for payment of obligations still outstanding.

APPROPRIATION SYMBOLS

The Navy uses symbols to identify charges and credits made against each appropriation. Since you use these symbols often, it is important that you understand how they are constructed. The elements that make up appropriation symbol are shown in figure 9-1 and explained in the text that follows.

All appropriations assigned to the Navy are identified by "17" which is shown as the first two digits of the appropriation symbol.

The third digit identifies the fiscal year limitation of the appropriation. In the example, "5" designates Fiscal Year 1995. Continuing appropriations, which have no fiscal year limitation, are identified by an "X." A multiple-year appropriation is indicated by the first and last fiscal year that it is available for obligation; i.e. "5/6" indicates Fiscal Years 1995 and 1996.

The purpose of the appropriation is shown by the next four digits. The numerals "1804" shown above identify the appropriation for Operation and Maintenance, Navy. It is used for operation and maintenance expenses for both afloat units and shore activities. In the afloat area it includes repair parts, consumables, equipage, alterations, overhaul of ships, fleet training, and fuel. Ashore, expenses generally are for the cost of supporting fleet activities.

SUBHEAD SYMBOL

An appropriation or fund subhead is a subdivision of an appropriation or fund. Subheads identify the budget activity (major program) and are designed by a four-digit numeric or numeric-alpha number. They are suffixed to an appropriation or fund symbol. The four-digit subhead symbol for the operation and maintenance appropriation identifies the major claimant and major program of the Five Year Defense Program (FYDP). The first two digits are the last two

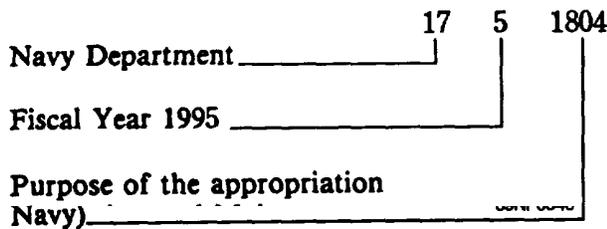


Figure 9-1.-Example of a navy appropriation symbol.

digits of the major claimant's unit identification code. The third digit is the major program of the FYDP or budget activity. The fourth digit is a zero at the major claimant (fleet) level. Figure 9-2 is an example of a subhead.

Fleet commanders subdivide the fund authorization to subordinate commands in the form of expense limitations. The expense limitation holder is identified by an alphabetic or numeric character in the fourth position of the subhead. Figure 9-3 is an example of how a fleet commander subdivided a fund authorization.

FUNDS

Funds fill a very important need in financing the day-to-&y operations of the Navy. Two types of funds, revolving and trust, are used extensively. You must understand how and why they are used. Funds are sums of money or other resources established for a specific purpose. They are usually without fiscal year limitations.

REVOLVING FUNDS

A revolving fund is a fund established to finance a cycle of operations. Reimbursements and collections are returned to the fund for reuse to maintain the

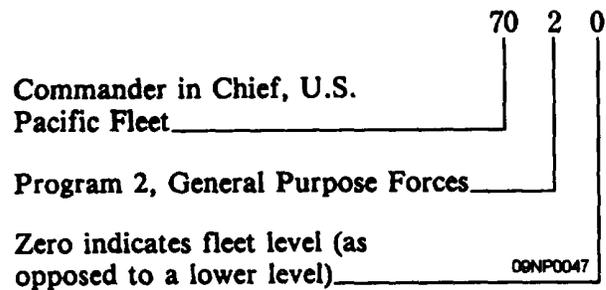


Figure 9-2-Example of a subhead to an appropriation.

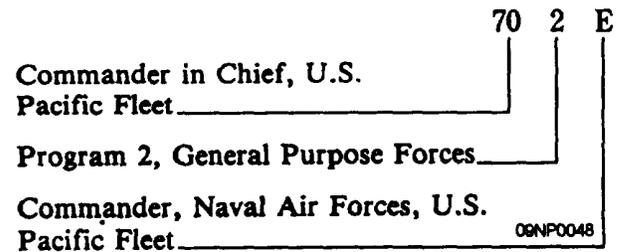


Figure 9-3.-Example of a fund authorization subdivided to a subordinate command

principal of the fund. For example, loan funds and working capital funds. The capital amount of a fund may be in the form of cash, inventory receivables, or other assets.

Defense Business Operating Fund

Of the several funds, the one that you will be most concerned with is the Defense Business Operating Fund (DBOF). It is not practical for each activity of the Navy to purchase all of its requirements directly from commercial suppliers using its operating money. It is for this reason that the DBOF exists. It provides the necessary capital to finance the purchase and maintenance of stocks of common supply items required by the Navy. Basic capital for the DBOF is made available from Congress. The total value of the DBOF is reviewed annually by Congress and adjusted to meet current requirements. Within the Navy, the Commander, Naval Supply Systems Command is the administrator of the DBOF.

DBOF CHARGES—The Defense Business Operating Fund is charged with the following:

- Expenditures for the purchase or manufacture of stores, supplies, equipment, and services which are to be taken up in the Navy Stock Account (NSA).
- Appropriation adjustments lodged against the fund for sale of materials from a stores account to the Navy Stock Account. They are used for return “with charge” of material previously charged to an end-use functional account.
- Navy Stock Account losses by accounting, price adjustment, appraisal, inventory, sale, and survey, which are not properly charged to an appropriation.
- Donations of surplus NSA material for public health and educational purposes, including research.
- Authorized charges for repair of NSA material in store.
- Issues from the NSA of clothing items for health and comfort, when not chargeable to another appropriation.
- Payment of claims approved by the General Accounting Office (GAO).

DBOF CREDIT—The Defense Business Operating Fund is credited with the following:

- Issues from the NSA charged to an appropriation or fund.
- Cash sales from the NSA (including sales to other government departments and foreign governments),
- Sales from the NSA to other stores accounts.
- Collections from carriers for NSA material lost or damaged in transit.
- NSA gains by accounting, price adjustment, appraisal, inventory, sale, and survey which are not properly creditable to an appropriation.
- Reimbursements from the Defense Logistics Agency for the pro rata share of proceeds from sale of surplus, scrap, and salvage material expended from the NSA.

DBOF SYMBOLS—Symbols used in the elements that make up the DBOF serve the same purpose as those for appropriations. They identify charges and credits made against the DBOF. The symbols used in the construction of the DBOF consist of eleven digits. The first seven digits designate the department responsible for administering the fund; an indicator of fiscal year limitation, the type, and the particular fund. The other four digits compose the subhead. It identifies the command or bureau within the Navy responsible for administering this element of the fund and the purpose for which it is to be used. The meaning of each digit or combination of digits is shown in figure 9-4.

DBOF Use—DBOF fulfills its role as a revolving fund by purchasing designated supplies from commercial sources, Defense Logistics Agency, the General Services Administration, and the Departments of the Army and Air Force, and then selling them. These supplies maybe sold to a specific appropriation

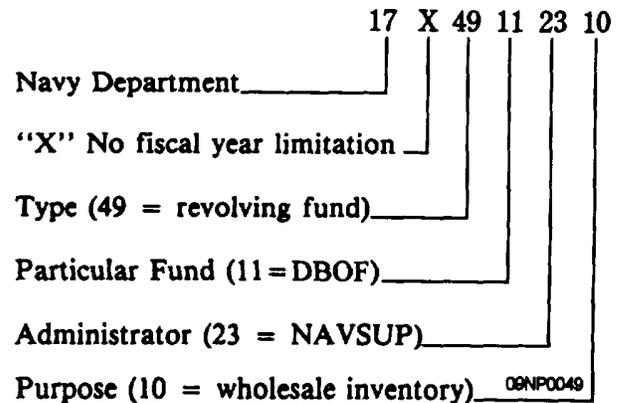


Figure 9-4.-Example of a Defense Business Operating Fund symbol.

or for cash. The DBOF is reimbursed for supplies when they are ISSUED or SOLD. While these supplies are waiting to be sold, they are in the Navy Stock Account (NSA).

NAVY STOCK ACCOUNT—The Navy Stock Account (NSA) is an inventory account and an integral part of the DBOF. It serves as the “holding account” for DBOF procured supplies before to their sale. Thus, the total value of the DBOF consists of money plus supplies in the NSA. The NSA is also used by NAVSUP as the accounting device to account for and control the expenditure of DBOF funds.

DBOF/NSA IN OPERATION—Refer to figure 9-5 as you read the following steps covering the operation

of the Defense Business Operating Fund and Navy Stock Account.

1. Material is purchased by DBOF from commercial suppliers, Defense Logistics Agency, Departments of the Army and Air Force and the General Services Administration.
2. Suppliers deliver material to designated naval supply activities where it is held in the inventory account, Navy Stock Account (NSA), until needed by a Navy customer,
3. A ship has to replace material which has been used in its operations. A requisition, DD Form

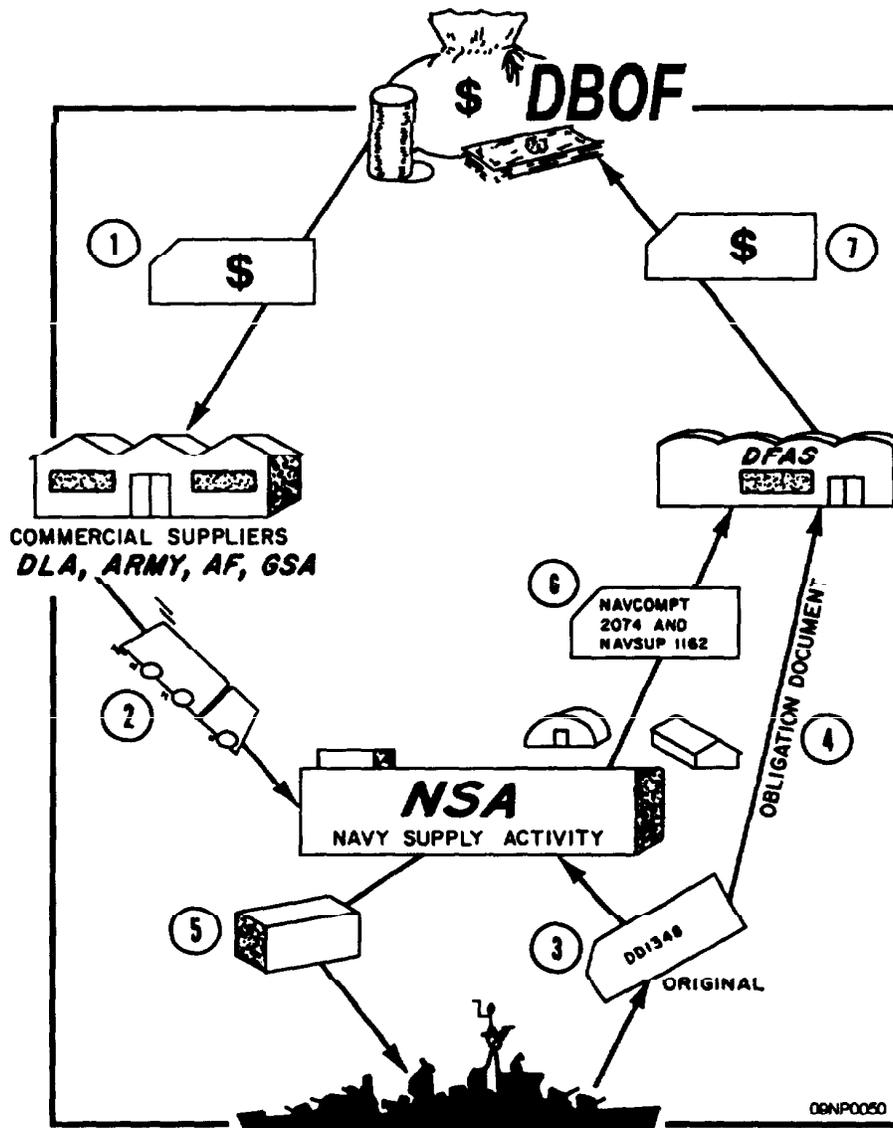


Figure 9-5.-The Defense Business Operating Fund in operation.

1348, is submitted to the appropriate supply activity.

4. A ship forwards a copy of the requisition document (i.e., green copy of the DD Form 1348) to the appropriate DFAS for use in performing the ship's official OPTAR accounting. Monthly, the ship submits a Budget/OPTAR Report which summarizes the obligation documents. The report authorizes the DFAS to reduce the ship's OPTAR and the ship's type commander's operating budget.
5. The material is issued to the ship.
6. The supply activity submits "Report of Fired Authorization Charges, (NAVCOMPT Form 2074) with supporting "Financial Detail" cards, (NAVSUP Form 1162) to the DFAS. This authorizes the DFAS to charge the ship's OPTAR.
7. Credits the DBOF, thus completing the cycle.

The Defense Logistics Agency, General Services Administration and the Departments of the Army and Air Force have similar funds to finance procurement of materials managed by the respective agency or department.

Navy Industrial Fund

The Navy Industrial Fund is a revolving fund used to finance industrial commercial-type activities. The Navy Industrial Fund serves much the same purpose as the Defense Business Operating Fund. The exception is that it is used to finance the cost of maintaining and operating such industrial commercial-type activities as naval shipyards. Major charges to the fund are civilian labor, material purchases, travel of personnel, transportation of material, cost of purchased utilities, and equipment and property rental. The fund is reimbursed through the sales of materials and for services performed for the Navy and other government agencies.

Naval Working Fund

The Naval Working Fund provides a single permanent revolving fund for financing all work not chargeable to a current naval appropriation. It is used to receive advance deposits for work or services furnished. This type of work is performed by the Navy for other government departments, foreign governments, and private parties. For example, assume that the U.S. Navy had sailors from an allied

government embarked aboard U.S. Navy ships for training. The foreign government might deposit funds with the Navy to cover pay and allowances for their personnel. The money deposited would go into the Naval Working Fund and be assigned a deposit allotment number. Disbursing officers aboard the ships concerned would receive authorization to pay these foreign sailors and would be furnished the deposit allotment number to charge when making the payments.

Navy Management Fund

This fund is used for the economical and efficient completion of Navy operations which are financed by two or more appropriations. When the costs of such an operation cannot be distributed changed immediately to an appropriation. An example of a charge financed by the Navy Management Fund is the shipment of household goods.

When the amount of money in the Navy Management Fund is not enough to finance a program some Navy organization or when appropriate, other government departments advance additional funds. The fund is credited with these advances, and it is charged with all expenditures required by the program. All unobligated balances of funds advanced are repaid later from the Navy Management Fund, as specified in contracts for programs financed by the fund.

TRUST FUNDS

A trust fund is a fund held in trust by the Navy for use as specified in a special agreement or Act of Congress. Private parties or sources may provide money for a special trust for the Navy. For example, public contributions received for the purpose of constructing and maintaining the *USS Arizona Memorial* at Pearl Harbor.

The Ship's Store Profits, Navy is a trust fund for providing recreation and entertainment for enlisted personnel. Items sold in the ship's store are purchased by the DBOF and held in the NSA. When sold, the DBOF is reimbursed for their cost, with the profits going into the Ship's Store Profits, Navy fund.

FUND SYMBOLS

The symbols for the various funds we have discussed are shown below in figure 9-6.

<u>Symbol</u>	<u>Title</u>	<u>Abbreviation</u>
17X4911	Defense Business Operating Fund	DBOF
17X4912	Navy Industrial Fund	NIF
17X4888	Naval Working Fund	NWF
17X6875	Navy Management Fund	NMF
17X8723	Ship's Store Profits, Navy	SSPN

Figure 9-6-Examples of various fund symbols.

ACCOUNTING FOR APPROPRIATIONS

The receipt and expenditure of a matter of public record that must be accounted for and when necessary justified. This is accomplished by the accounting classification system. The purpose of the system is to classify expenditures as to their type or purpose, and to designate the activity responsible for recording and maintaining official records of these expenditures.

An explanation of elements that make up the accounting classification system (commonly referred to as line of accounting) is given in the following paragraphs. Study the discussion of the system very carefully. It will be your responsibility to use the proper classification on procurement and expenditure documents that you prepare. See figure 9-7. We have previously discussed the appropriation and subhead we will begin with the next element in the line of accounting, the object class.

OBJECT CLASS

Object class codes are three characters long, and are used only in OPTAR transactions which affect the international balance of payments. These codes are contained in *NAVCOMPT Manual*, Volume 2.

OPERATING BUDGET (BUREAU CONTROL NUMBER)

The CNO has fiscal responsibility for the appropriation 1751804 for operation and maintenance of Navy forces. In discussing appropriations, you saw how they may be apportioned. The responsibility for administering the appropriation is shown by subhead. However, it is not possible for one office to efficiently control all charges to this appropriation. It is allocated to subordinate commands to administer.

For example, one of these commands is CINCPACFLT. It is still impractical for the one office to administer the appropriation to the hundreds of ships under command. Portions of the appropriation then, are granted to PACFLT TYCOMS (e.g., COMNAVSURFPAC, COMNAVAIRPAC, etc.) in the form of operating budgets. Operating budgets are identified by an operating budget number which is always the unit identification code (UIC) of the activity receiving the operating budget grant. For example, the operating budget number for a grant to COMNAVSURFPAC would be 53824.

SUBALLOTMENT/OPERATION BUDGET SUFFIX

When a budget holder has two or more operating budgets, then a suffix is used to identify the different operating budgets. For example, CINCPACFLT receives two operating budgets. One for ship repair, the other for fuel. Both under operating budget number 00070 and subhead 702A. To identify the separate grants, CINCPACFLT assigns operating budget suffix code R to identify charges for ship overhaul and operating budget suffix code F to identify charges for ship's propulsion fuel.

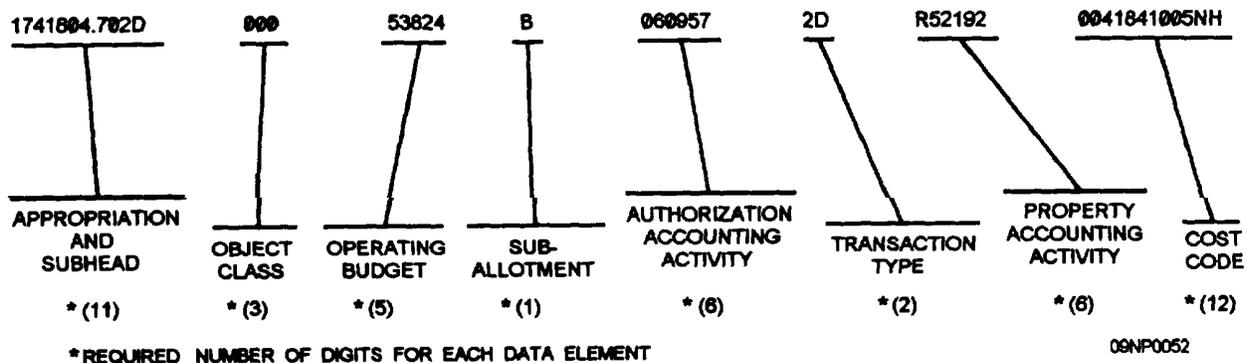


Figure 9-7-Format of accounting data..

AUTHORIZATION ACCOUNTING ACTIVITY

The Authorization Accounting Activity (AAA) is the UIC of the activity which performs the accounting for an operating budget/fund. In connection with operating form OPTAR accounting, the AAA is the UIC of the DFAS.

TRANSACTION-TYPE CODES

Transaction-type codes are identified by a two-character code. This permits easy identification in data processing systems of stores accounting, travel advances, and other special interest category transactions. The codes and an explanation of their use are contained in *NAVCOMPT Manual, Volume 2*.

PROPERTY ACCOUNTING ACTIVITY (PAA)

For the Operating Forces material or service requisitions, the service designator code and unit identification code (UIC) of the requisitioner will be shown. In these cases the PAA is used as an extension of the cost code. In some cases the UIC of an activity assigned to perform formal "stores" or "property" accounting is cited as the PAA. Unit identification codes (UICs) are assigned by the Comptroller of the Navy to ships, aircraft units, shore activities, divisions of shore activities, bureaus and offices, contractors' plants, and in some instances to functions or other specialized elements for identification.

UICs are prefixed by a service designator code. It is a Single-character code that identifies a service or element

of the service. The letters R, V, and N have been established to identify naval requisitioning activities.

All UICs currently assigned are listed in *NAVCOMPT Manual, Volume 2*. You should become familiar with this reference because you will have many occasions to use it. Assume, for example, you are transferring stores to another ship. You must know the unit identification code in order to show it on the expenditure document so that the receiving ship will be charged. Remember, it is the responsibility of the ship or activity preparing the accounting papers to make sure that the UIC is correct.

COST CODE

The cost code consists of 12 characters and may be alphabetic, numeric, or both. This code provides information to further classify transactions or in some cases, aid in identifying a specific transaction. In most cases the information to be used for this data element is determined locally by the administrator of the funds in conjunction with the accounting activity. *NAVCOMPT Manual, Volume 2*, provides information on the structure of cost codes based on the purpose for which used. The cost code in figure 9-7 is the most common code structure used by afloat units in requisitions for material and services. The cost code consists of two zeros followed by the four-digit Julian date, the four-character serial number and the two-character fund code. As you will be using fund codes almost daily, a further explanation is provided.

<u>TYCOM</u>	<u>FUND CODE</u>	<u>PURPOSE</u>
COMNAVSURFPAC	NC	TO PROCURE NSA TYPE CONSUMABLE MATERIAL. THIS INCLUDES ADMINISTRATIVE AND HOUSEKEEPING ITEMS, COGNIZANCE SYMBOL 11 MATERIAL (FORMS), ROUTINE MAINTENANCE TOOLS NOT SPECIFICALLY RELATED TO, BUT WHICH MAY BE USED IN, THE REPAIR OF EQUIPMENT AND EQUIPAGE; GENERAL PURPOSE HARDWARE, OR ANY OTHER ITEM HAVING A LIMITED LIFE AND NOT SPECIFICALLY INCLUDED IN ANOTHER EXPENSE ELEMENT.
COMSUBPAC	MC	SAME AS ABOVE
COMNAVAIRPAC	YC	SAME AS ABOVE

09NP0053

Figure 9-8. Fund codes assigned to units of the Pacific Fleet.

Fund Codes

As stated above fund codes consist of two characters. The first character identifies the FYDP and the operating budget holder. The second character identifies the type of material or service procured.

Figure 9-8 shows examples of fund codes assigned to units of the Pacific Fleet. Consult NAVSO P3013 for a complete listing of all fund codes and the cross-reference guide that crosses fund codes to appropriations.

CHAPTER 10

AFLOAT ACCOUNTING AND REPORTING

We have previously discussed the accounting classifications used in appropriation and cost accounting in the Navy. You will assign those classifications to various documents. The accounting is actually performed by the Defense Finance and Accounting System (DFAS). These centers are located at Norfolk, Virginia (for Atlantic Fleet ships and commands), and San Diego, California (for Pacific Fleet ships and commands). Located within each DFAS is an office that has primary responsibility for fleet OPTAR accounting. It is called the Defense Accounting Office (DAO). As a general rule, you will be involved only in OPTAR accounting.

This chapter discusses the role of fleet commanders, type commanders, and commanding officers of active fleet ships in the administration of and accounting for supplies and equipage funds assigned to forces afloat. It also covers the OPTAR recordkeeper's actions. These actions include:

- recording requisitions and receipts,
- processing cancellations and advance adjustments,
- preparing OPTAR document transmittals and OPTAR reports, and
- processing the various transaction listings aboard nonautomated ships.

Detailed instructions are contained in *Financial Management of Resources, (Operating Forces)* NAVSO P-3013, and *Afloat OPTAR Recordkeeper's Guide*, NAVSO P-3073.

HOW THE FLEET IS FUNDED

It is the policy of SECNAV that the accounting effort performed by Navy Operating Forces be kept to an absolute minimum. The responsibility for formal mounting is placed ashore.

To understand the duties and functions of Storekeepers in afloat accounting and reporting, you must know how the fleet commander, type commander, and commanding officers of ships administer and account for supplies and equipage funds assigned to

forces afloat. Under current procedures, OPTAR accounting includes only supplies and equipage funds.

FLEET COMMANDERS

Funds are allocated under the appropriation for operation and maintenance, Navy, to each fleet commander for financing supplies and equipage requirements and tender availability.

Fleet commanders are responsible for administering and accounting for funds allocated to them. Also they must maintain official accounting records and submit reports as required. They issue expense limitation operating budgets to type commanders. These include funds to finance supplies and equipage requirements and tender availabilities of all ships and flags under the type commander's command. Type commanders issue responsibility center operating budgets to themselves (from expense limitations) to cover operating costs of the ships, units, and staffs for which they are responsible.

TYPE COMMANDERS

Each type commander is responsible for the administration of his responsibility center operating budget and the financial management of all ships and staffs under the type commander's command. This responsibility includes financial planning, analysis of operating budget, unfilled orders and expenditures, expenses, and performance reporting.

Ships and commands under a type commander's control are authorized by the type commander to cite his operating budget for materials and for certain services. This authorized obligation is referred to as an operating target or OPTAR.

COMMANDING OFFICERS

Commanding officers are responsible for the effective use of OPTAR funds. Statute requires that each transaction affecting the available balance of an operating budget must be recorded on official records. It is necessary for the Storekeeper to maintain shipboard records that show the value of chargeable requisitions incurred and to report them to the DFAS.

Additionally, budget submission requirements provide for reporting obligations by material categories, and fund codes have been assigned to these categories.

DEFENSE FINANCE AND ACCOUNTING SYSTEM

The Defense Finance and Accounting System (DFAS) performs the official accounting and reporting for operating budgets granted for operation and maintenance of ships and ship commands. Also for administrative expenses of staff and headquarters commands. Atlantic Fleet ships and commands report obligation data to DFAS, Norfolk, and Pacific Fleet ships and commands report to DFAS, San Diego. Each DFAS maintains records of each ship's obligations. As requisitioned material is supplied and vouchers paid, they match them with the expenditure documents received from supply activities and disbursing offices. The listings resulting from this matching process is reported to the ship monthly. This enables the OPTAR recordskeeper to make corrections to the appropriate records and report any errors to the DFAS.

OPTAR ACCOUNTING

As has been previously stated, the commanding officer is responsible for the effective and economical use of OPTAR funds and for making sure the obligational authority is not exceeded. The supply officer is responsible for maintaining required records and submitting status and transactions reports to the commanding officer, type commander, and DFAS. In discharging this responsibility, the supply officer relies on the OPTAR recordskeeper to maintain the Requisition/ OPTAR Log (NAVCOMPT Form 2155), prepare reports, and informs the supply officer of any unusual transactions. You, as the OPTAR recordskeeper, must assume a degree of responsibility for the proper use of funds. This is because you will be posting all transactions to accounting records and can review them for accurate fund codes and completeness.

FUND CODES

Fund codes are established by the Comptroller of the Navy and assigned to the various type commanders. Of the fund codes assigned, the type commanders designate those that may be cited by afloat units. The OPTAR grant may be allocated to these fund codes. Since fund codes are the primary source of accounting data, it is essential that they be assigned correctly. If the stock record cards have been annotated to indicate

“equipment, repair parts, and consumables” the stock records Storekeeper will be able to verify fund codes during the process of posting the NAVSUP Form 1250-1. This occurs before they are passed to you for posting to the accounting records. All fund codes currently assigned are listed in NAVSO P-3013-2.

REQUISITION/OPERATING TARGET LOG

Each ship and command must establish a Requisition/OPTAR Log, NAVCOMPT Form 2155, in which all documents are recorded. The log is the principal shipboard financial control device. The Storekeeper who maintains it and its supporting files is known as the OPTAR recordskeeper. Most of the columns in the OPTAR Log are self-explanatory. However, the following general rules should be observed:

- All entries should be legible, and in ink.
- The ship's name and hull number should be written in the space provided in the upper right-hand corner of each page.
- Each page should be numbered in sequence.
- The fiscal year should be entered on each page (fiscal year OPTAR granted).

As the OPTAR recordskeeper, you have the responsibility of maintaining the OPTAR logs for your ship. For the first 6 months of any fiscal year, you must maintain two separate logs at the same time. One is for the current year and the other for the immediate preceding year. After Match, the DAO will take over OPTAR accounting and reporting for the remainder of the 36-month life cycle of the appropriation. Details for accounting and reporting procedures for the current and subsequent years for O&MN funds are promulgated in *Financial Management of Resources (Operating Forces)*, NAVSO P-3013-2 and *Afloat OPTAR Recordskeeper's Guide*, NAVSO P-3073.

The OPTAR amount established by the type commander must be entered on the Requisition/OPTAR Log. This amount is then reduced by the value of each chargeable transactions. Not all transactions are chargeable to the OPTAR. Requisitions citing nonchargeable fund codes are recorded in the log for the purpose of maintaining requisition number control, although they will not have an effect on the OPTAR balance. Some nonchargeable requisitions may have to be completed as chargeable at a later date. Various

types of transactions are listed below to help you distinguish between “chargeable and nonchargeable.”

Chargeable Transactions

The following transactions are classified as “chargeable” and, therefore, reduce the OPTAR balance:

- Requisitions placed with supply activities ashore for stock account material (Defense Logistics Agency; Army, Air Force, Navy Stock Account (NSA); and General Services Administration material).
- Requisitions for the type of material listed in item 1 above placed with a fleet issue ship, tender, or repair ship operating under Navy Stock Account (Class 207) or (Class 224) procedures.
- Requests for reimbursable work or services placed with an ashore (field) activity.
- Purchases by the use of the DD Form 1155 series of purchase orders, the Purchase Order Invoice Voucher (Standard Form 44), or the imprest fund
- Requisitions for items to be purchased by an ashore activity chargeable to end use (e.g., to the ship’s OPTAR).
- Transfers of material between ships under different type commands, different Five Year Defense Program/Budget Activity, and transfers from other appropriations requiring reimbursements.
- Requisitions for appropriation purchase account (APA) material which is issued from Defense Logistics Agency, Army, Air Force, General Services Administration, or the Navy Stock Account.

The following transactions are classified as “nonchargeable” and, therefore, do not reduce the OPTAR balance:

- Receipt of end-use material from ships operating under the same operating budget.
- Requisitions placed with and received by supply activities as APA materials.
- Other requisitions for categories of material or orders for services as maybe designated by fleet commanders.

The cognizance symbol serves as a signal for chargeable and nonchargeable items. Remember, the first digit indicates the stores account (NSA or APA). Even numbers are APA and are nonchargeable. Odd numbers are NSA and are chargeable.

Supply Management

The OPTAR Log may also serves as an important tool in the ship’s supply management through recording of material receipts and processing supply system cancellations. Maintenance of the OPTAR Log for supply management is recommended for the 36-month life cycle of each fiscal year’s OPTAR. Even though the cost of some requisitioned items is not charged to the ship’s OPTAR because they are paid for from other funds (i.e., APA material), their requisitions are recorded in the OPTAR Log for purposes of requisition control. Through a system of fund codes, requisitions are not only classified in the OPTAR Log as to their affect upon the OPTAR (chargeable or nonchargeable), but also according to the type of item being requisitioned. Some typical categories are controlled equipage, repair parts, consumable material, and other purchased services.

New Grants

The OPTAR Log is like your personal checkbook. Both start with an amount of money that you have available. Then each check (or chargeable requisition in the case of the OPTAR Log) decreases your budget. When you put money in (or get an increase to your OPTAR), the balance increases. The starting amount of money in your OPTAR Log is the money granted to your ship by the type commander. Ships are usually notified of grants by message. The OPTAR recordskeeper must record the grant on the Requisition/OPTAR Log, and file all copies of the message. Figure 10-1 illustrates the message and posting of the Requisition/OPTAR Log.

HOLDING FILES

Each ship must maintain files as documentary support for its Requisition/OPTAR Log. They are listed below, by name, with an explanation of their content and purpose.

File 1—Unfiled Order Chargeable Documents For Transmittal. A copy of each obligation document, (i.e., a green copy of the DD Form 1348) chargeable to the OPTAR, is placed in this file immediately after posting to the Requisition/ OPTAR Log. All documents in this

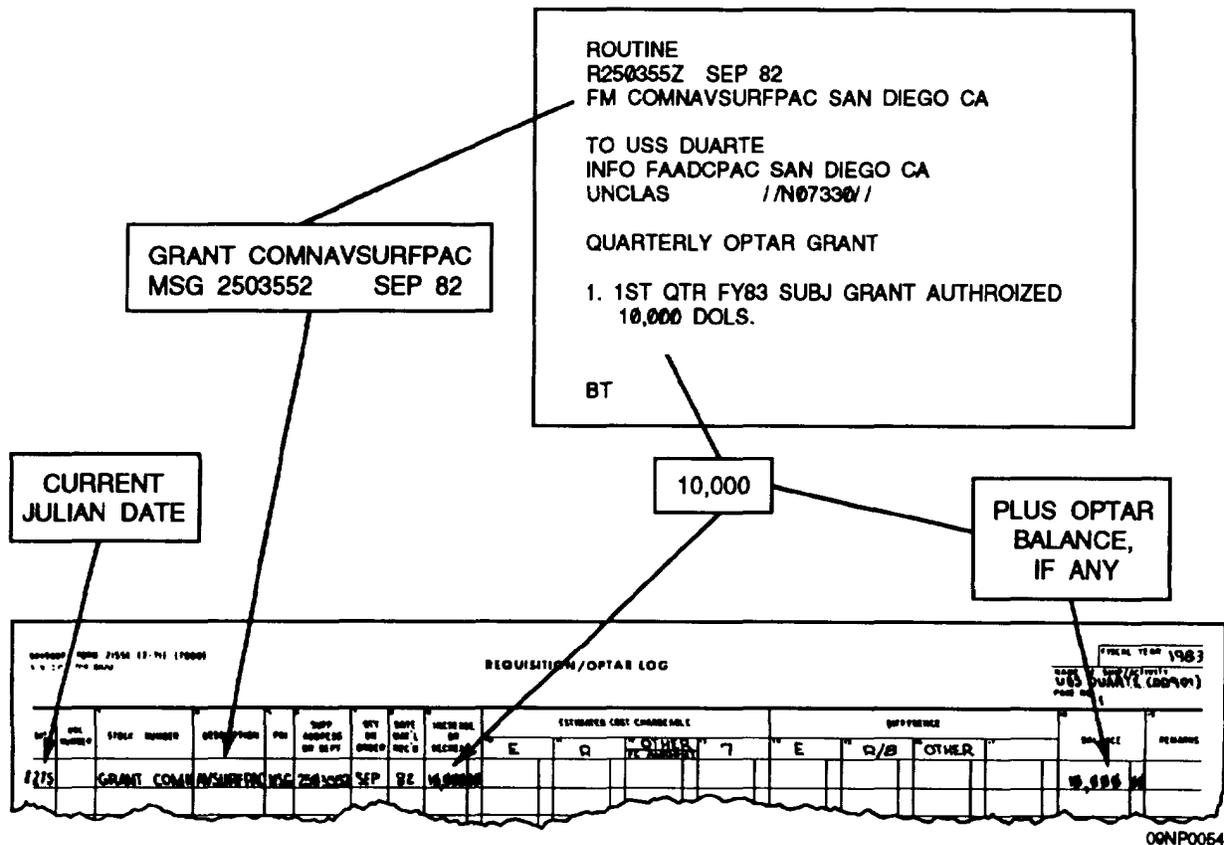


Figure 10-1.—Posting OPTAR grant from TYCOM.

file are forwarded on the 10th, 20th, and last day of the month to the appropriate DFAS.

File 2—Unfilled Order Cancellation Document/Lists For Transmittal. All confirmed cancellations of requisitions and administrative cancellations of unfilled orders “over threshold are held in this file for submission to the DFAS on the 10th, 20th, and last day of the month. They are submitted in listing format showing document number, quantity canceled unit of issue, fund code, canceled value, whether it is a partial or total cancellation, and if it is an above threshold administrative cancellation.

File 3—Returned DAO Listings As the DFAS listings are reviewed and annotated the original is placed in this file. The contents are returned to the DFAS with the next OPTAR Document Transmittal Report, (NAVCOMPT Form 2156).

POSTING TO THE REQUISITION/OPTAR LOG

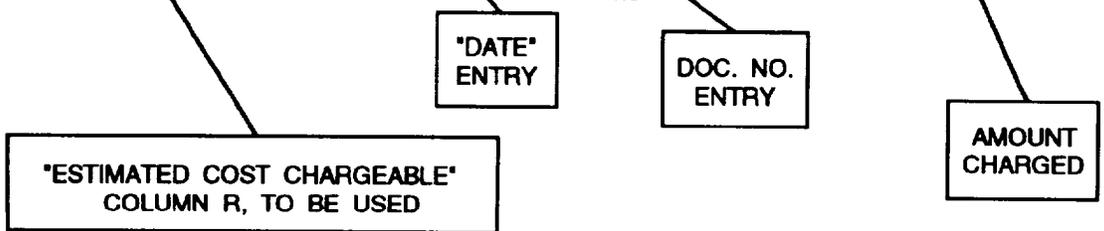
All request documents must be entered on the Requisition/OPTAR Log, NAVCOMPT Form 2155.

These documents include requisitions on DD Forms 1149 and 1348, purchase or delivery on the DD Form 1155 series, purchase on STD Form 44 when authorized, and imprest fund reimbursement voucher, STD Form 1129. When the DD Form 1155 or STD Form 44 is used, or when an imprest fund transaction is made, a “money value only” (MVO) DD Form 1348 or NAVSUP Form 1250-1 must be prepared, using the data from these forms. When discussing unfilled order documents in this chapter, we are referring to the DD Form 1348 or NAVSUP Form 1250-1.

“Unfilled order” is a general term used to refer to any document that requirements a charge to the OPTAR and that has not been matched with a corresponding expenditure document by the DAO. When purchasing to ship’s OPTAR transactions, unfilled orders are also sometimes referred to as “obligations.” These documents become “filled orders” or “liquidated obligations” after matching expenditure documents in the DAO.

The DD Form 1348 is prepared and copies distributed according the NAVSUP P-485. The hardback copy is filed in the Material Outstanding File,

SEND TO: (N00244) NSC SAN DIEGO SERVMART										REQUISITION IS FROM: (R05504) USS DUARTE (DD 901)									
ESTIMATED COST CHARGEABLE										TOTAL COST LIMITATION \$50.00									
R 0 5 5 0 4 4 1 8 3 0 0 0 4										REMARKS: W.B. ELLIS, ENS, SC, USNR Authorized Shopper 6 AM YASKALIS, SKS, USN									
DOLLARS										CENTS									
47										25									
LOW PRICE										TOTAL PRICE									



REQUISITION/OPTAR LOG																
DATE	DOC NUMBER	STOCK NUMBER	DESCRIPTION	PN	SUPP ADDRESS OR REP	QTY	UNIT	INCLASH	ESTIMATED COST LIMITATION			DIFFERENCE			BALANCE	REMARKS
									E	R	OTHER	E	R	OWNER		
		4183	0004	SERVMART	VARIOUS											
																47 25
																9,918 05

Figure 10-3.-SERVMART entry in OPTAR Log.

UNREP Entries

To obtain stores from stores issue ships underway, ships submit their requirements on DD Form 1348s or in a "shopping list" format by message or letter. They also advise the stores ship of the Julian date for the UNREP. Your only action at this time is to make sure that this Julian date is not used for any other entries.

During UNREP, two types of documents are received from the stores issue ship. One is the "obligations" listing showing the total money charged to each fund code. The second is the DD Form 1348m obligation cards. There is one card for every item of chargeable material being delivered.

There are two methods of posting the obligation data to the Requisition/OPTAR Log. Under one

method (which the supply officer may elect to use), each individual obligation card is Posted. Under the other (recommended) method, the entire UNREP is "batch posted" using the information from the obligation listing which shows the total charged to each fund code. Regardless of the method used, after the posting is completed, the individual DD Form 1348m obligation cards are placed in Holding File 1 for the next transmittal to the DFAS. Figure 10-4 illustrates both methods of posting.

REQUISITION/OPTAR LOG ADJUSTMENTS

Some requisitions are changed after submitting them to a supply activity. Notification of these changes are often received by status cards or messages. Status that indicates cancellation, change of stores account, or change of unit price must be posted to the Requisition/OPTAR Log. NAVSUP P-485, contains information on interpreting the various status codes.

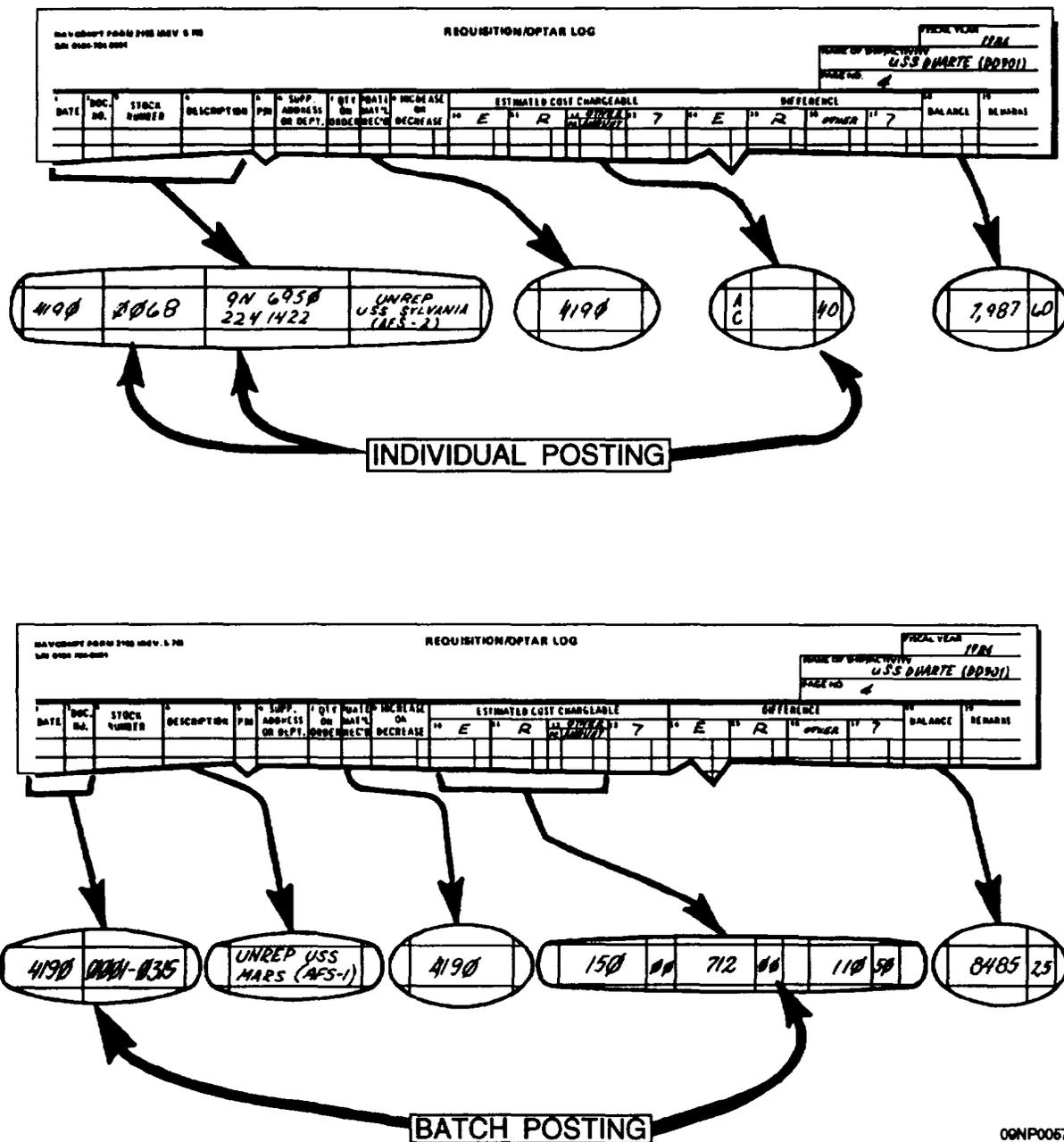


Figure 10-4.—Posting UNREP requisitions.

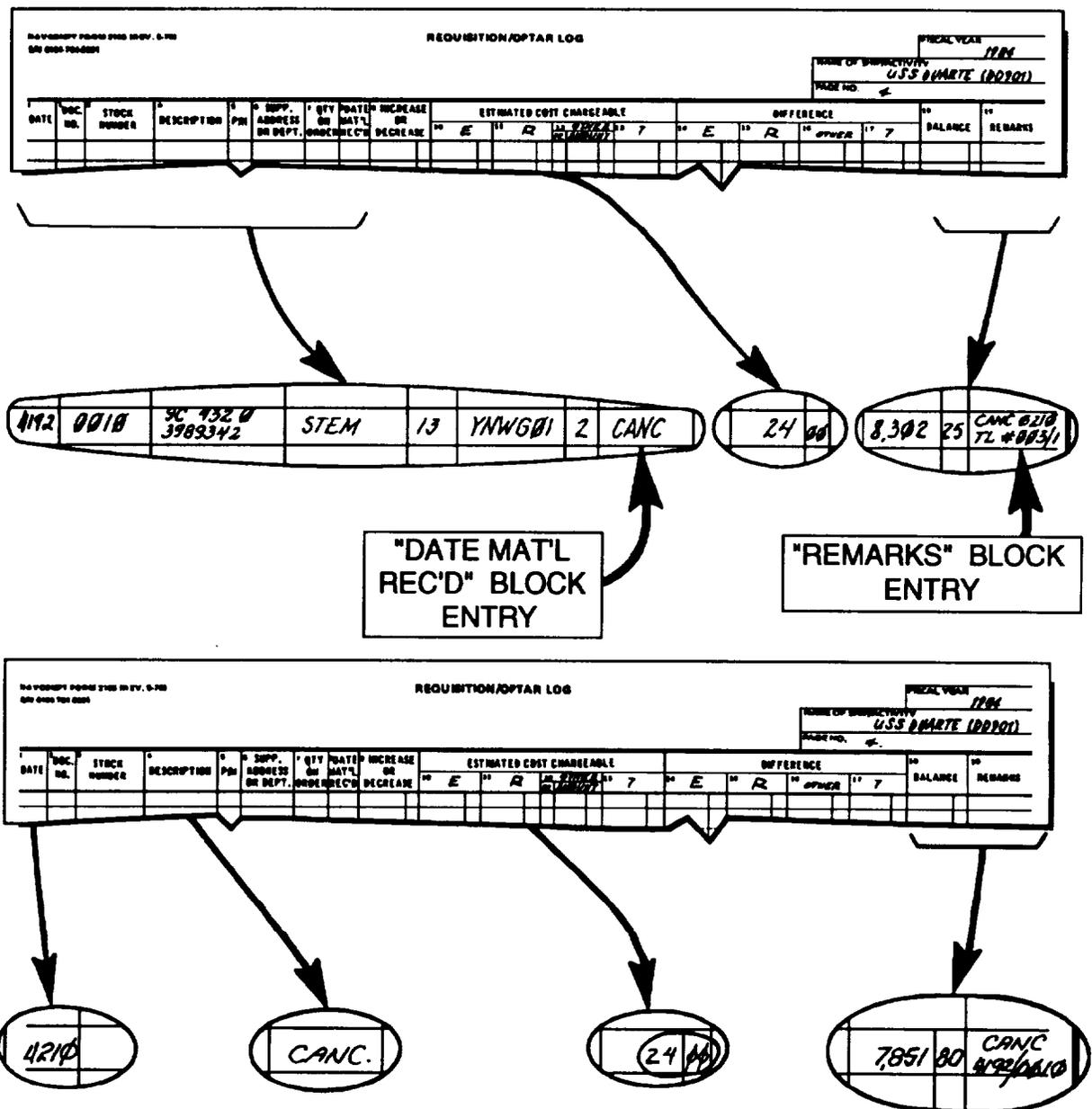
Cancellations

Requisitions are often rejected (canceled) by supply activities. This may occur because of a wrong NSN, quantity, or as a result of receiving a request from the ship. Regardless of the reason, when a confirmed cancellation has been received, certain entries must be made in the Requisition/ OPTAR Log. These are explained below:

COMPLETE CANCELLATIONS.—Complete cancellations occur when the total money value/quantity of the confirmed canceled requisition

matches the original entry in the Requisition/OPTAR Log. Entries are made as follows:

1. Enter "CANC" in the "Date Material Received" block.
2. Enter "CANC" and the Julian date for the day notification is received in the "Remarks" block opposite the original requisition being canceled.
3. Enter on the next available line in the log: the current Julian date in the "Date" block; "CANC" in the "Description" block; the original money



09NP0058

Figure 10-5. Entries on the Requisition/OPTAR Log for complete cancellations.

value of the canceled requisition in the "Estimated Cost Chargeable" column (this amount is circled or written in red); the new increased OPTAR balance in the "Balance" block; "CANC," the Julian date, and serial number of the original log entry in the "Remarks" block.

- Record the cancellation on the List of Confirmed Cancellations in Holding File 2.

Figure 10-5 illustrates all of the above steps.

PARTIAL CANCELLATIONS.—Partial cancellations usually occur when the supplying activity can fill only part of your requisition, and cancels the balance. The steps in processing a partial cancellation are similar to processing a complete cancellation. See figure 10-6.

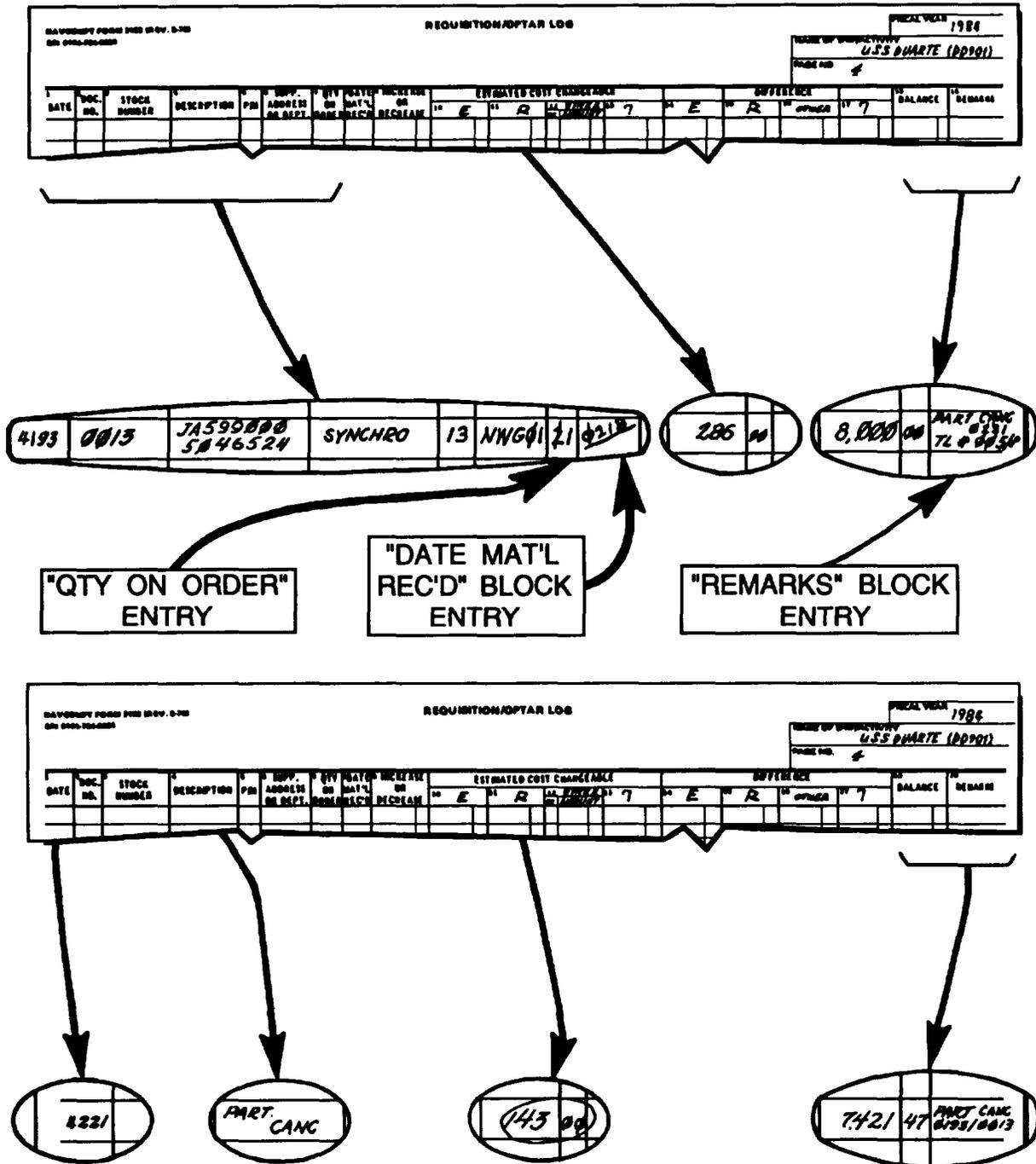


Figure 10-6.—Entries on the Requisition/OPTAR Log for partial cancellations.

Cognizance Symbols Changes

As explained earlier each item available through the Navy supply system is assigned a two-digit cognizance symbol. From time to time and for various reasons, items may be shifted from one stores account (as indicated by the first digit of the cognizance symbol) to another. Such shifts are referred to as "APA to NSA" or "NSA to APA" migrations. The effect these shifts have on your OPTAR balance depends upon the type of shift (chargeable to nonchargeable NSA to APA, or

nonchargeable to chargeable APA to NSA). The procedures for adjusting the Requisition/OPTAR Log in both instances are explained below.

APA to NSA Migration

The failure of the ordering ship to consult the latest change to the Management List-Navy (MLN) is the primary reason for nonchargeable (APA) requisitions being forwarded to supply activities for items that are chargeable (NSA). When the supplying activity

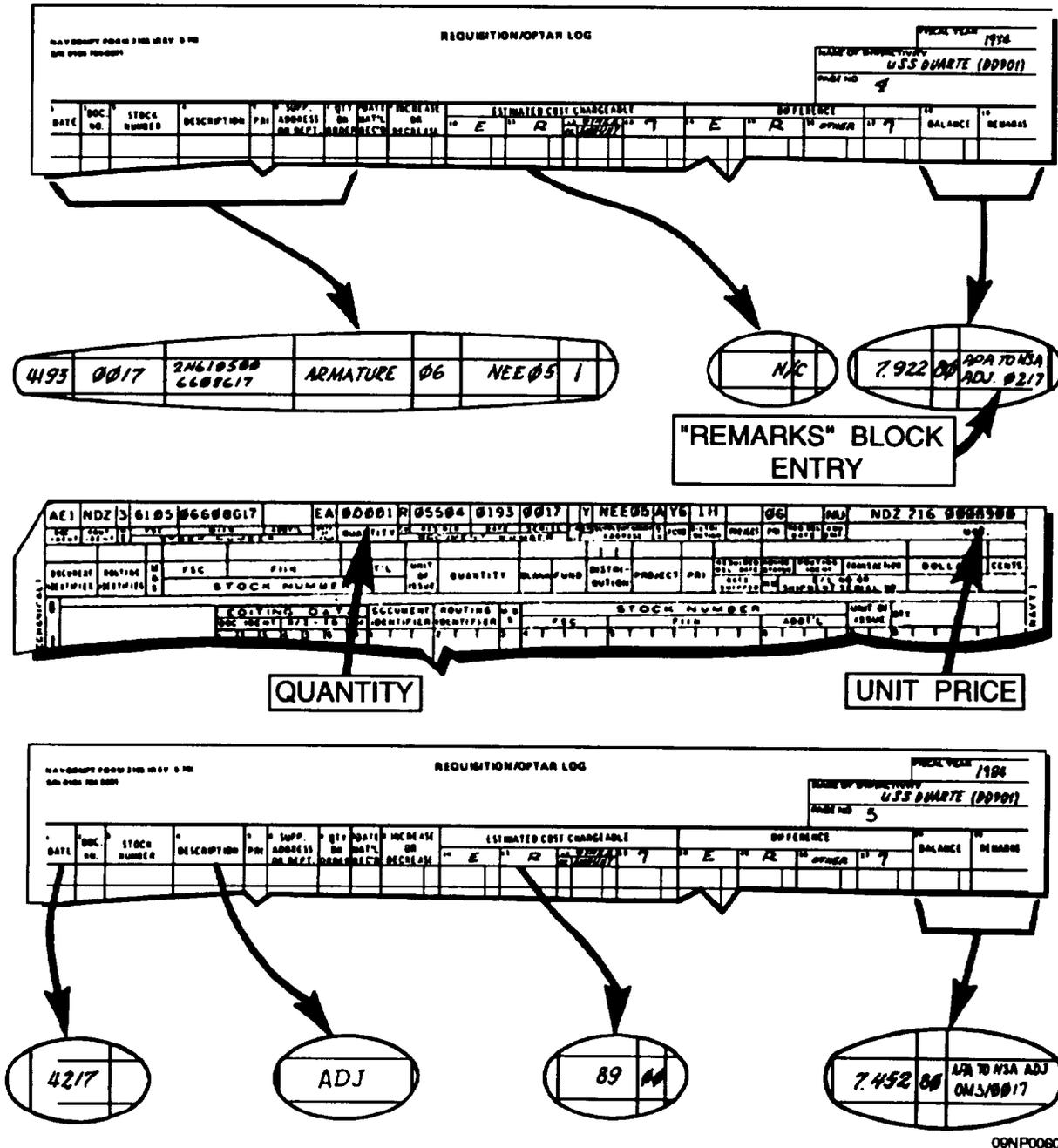


Figure 10-7.—Processing nonchargeable to chargeable.

discovers the error, it usually notifies the ship that they have either canceled the requisition or are processing it as chargeable. The procedure to be followed in adjusting the OPTAR Log for items that have been changed from "nonchargeable" to "chargeable" detailed in the NAVSUP P-485. See figure 10-7 for an example.

NSA to APA Migration

Items shifted from "chargeable" to "nonchargeable" have the opposite effect on the OPTAR balance. That is, when the necessary entries are made, the OPTAR balance increases by the amount of the requisition involved. Entries in the log generally follow the "APA to NSA" migration, except the amount of the adjustment entry (on the next available line in the log) is circled or written in red ink (credit) and "NSA to APA ADJ" is entered in the "Remarks" block. The amount of the adjustment is recorded on the list of confirmed cancellations in Holding File 2. See figure 10-8.

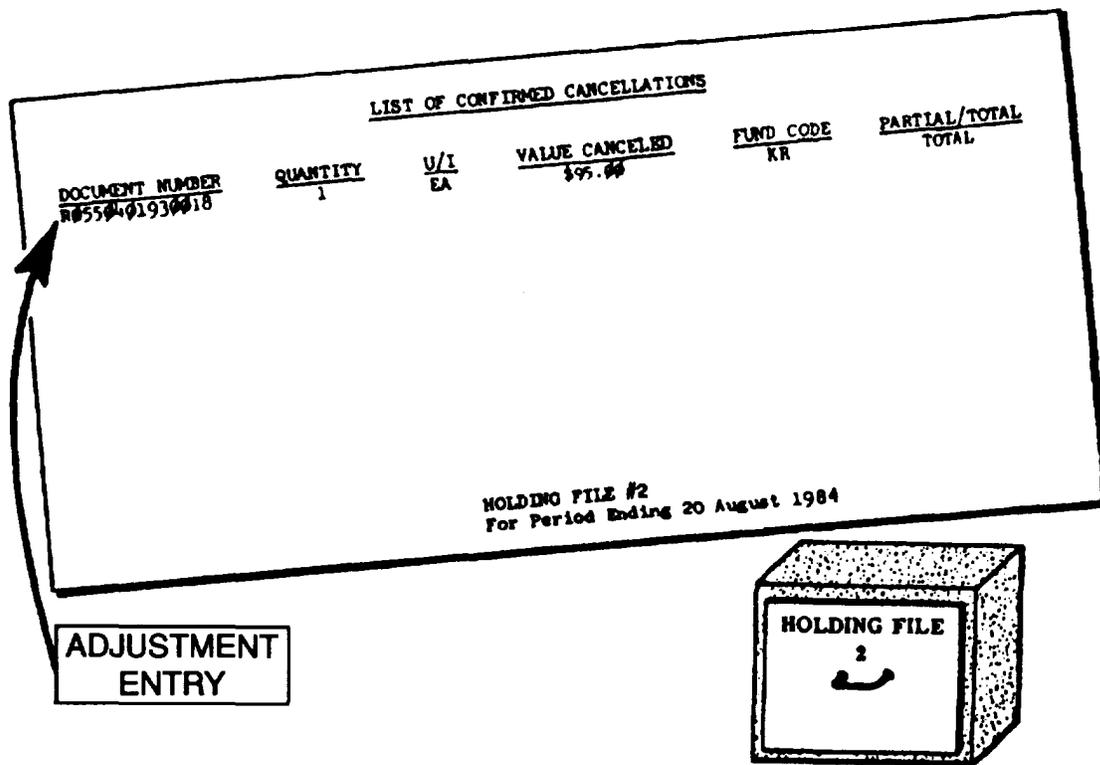
Price Adjustments

"Price adjustments" as described below WILL NOT BE MADE unless the fiscal year cited on the requisition is the "current" fiscal year, OR the current

month is one of the months of October through March AND the fiscal year cited is the last fiscal year (i.e., the first prior fiscal year).

The unit prices that are assigned to each item available through the Navy supply system are changed from time to time. In preparing a chargeable requisition, a ship may use an old and consequently incorrect price in its OPTAR Log entry and on its DD Form 1348 green copy. In processing the same requisition, a supplying activity will always charge the correct price thereby creating a price difference. If no corrective action is taken by the ship, such price differences are automatically reconciled at the DAO and reported to the ship. However, some type commanders authorize advance action by a ship when the price of a chargeable requisition is increased or decreased by \$100 or more. This advance action must be taken before the requisition material is received aboard ship. The reason for this is explained in the NAVSO P-3073.

A price change does not by itself cause exception status to be sent to the requisitioning ship. In fact, the supply activity does not know what price the ship used in charging its OPTAR because the DD Form 1348 submitted by the ship to the supply activity does not



06NP0061

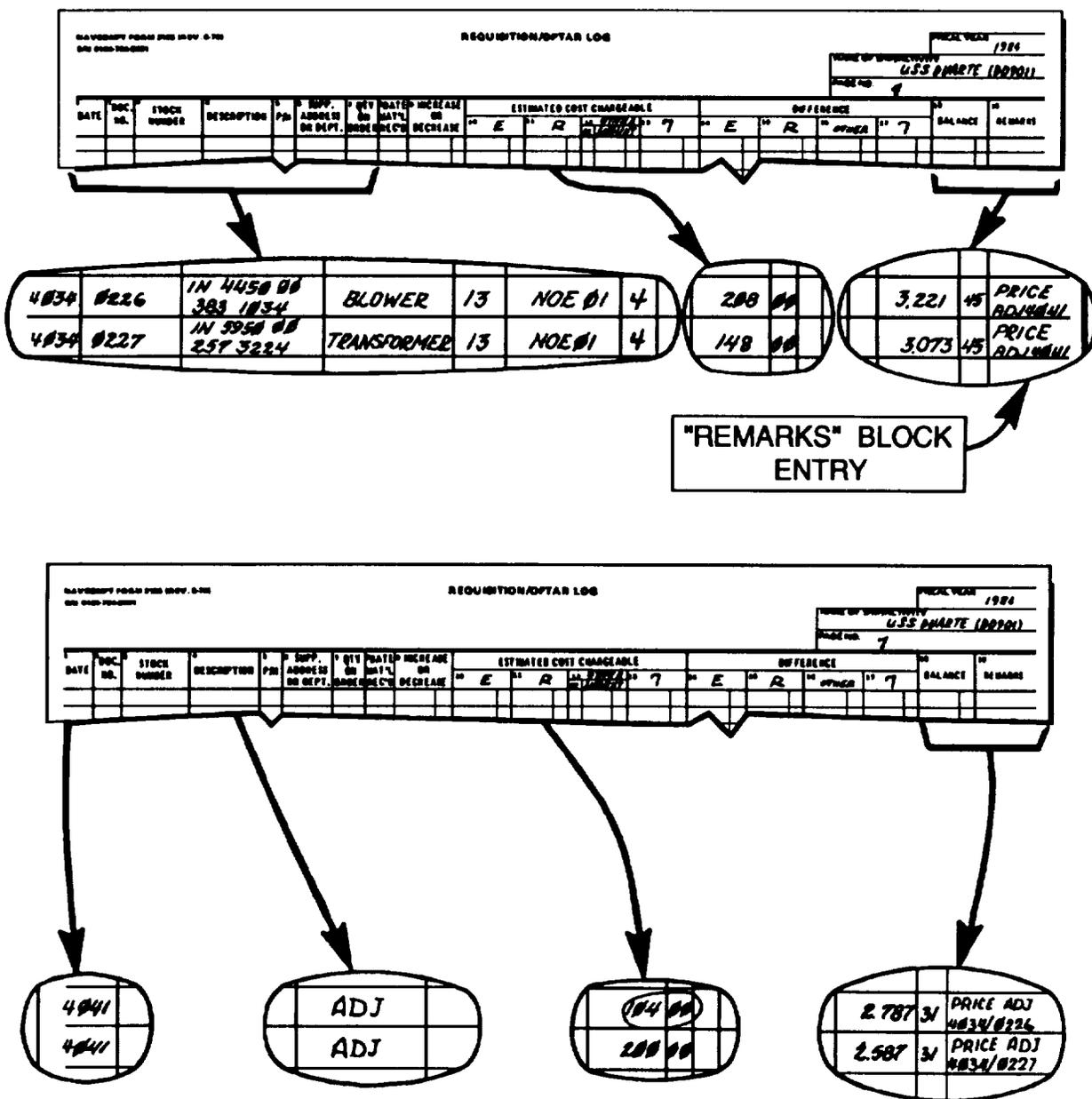
Figure 10-8.—NSA to APA adjustment entry on the list of confirmed cancellations.

include either unit price or total price information. Consequently an advance price adjustment is done on the basis of status information that has been sent to the ship for some reason. The requisition Storekeeper can spot price changes by comparing the unit price shown on the status card or message with the unit price shown on the corresponding DD Form 1348 hardback copy that is filed in the Material outstanding File. Since advance action is limited to price differences of \$100 or more, many requisition Storekeepers only make this comparison when the unit price on the status card or message is \$25 or more. The steps for adjusting the

Requisition/OPTAR Log are found in NAVSUP P-485. An illustration of posting advance price adjustments is in figure 10-9.

MATERIAL RECEIPTS

When material is received aboard, the actions taken by the OPTAR recordskeeper depends upon the nature of the type of receipt. Before any action is taken, the recordskeeper must recognize the type of receipt. Figure 10-10 shows the normal shipboard flow of receipt documents.



09NP0062

Figure 10-9. Posting advance price adjustments.

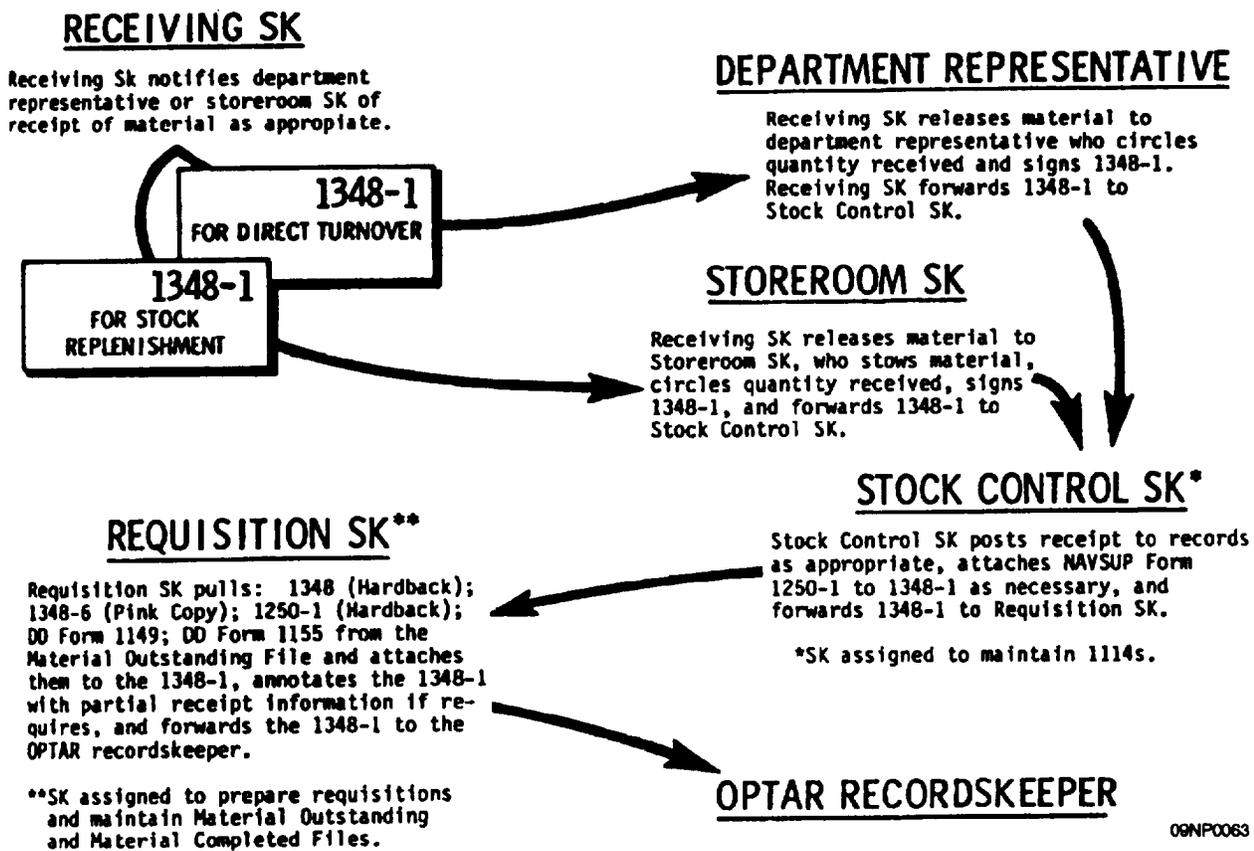


Figure 10-10. Shipboard flow of receipt document.

The storeroom and the stock control Storekeeper maybe the same person aboard some ships. The requisition and OPTAR recordskeeper may also be the same person aboard others. Each function in the receipt document processing cycle is considered separately in figure 10-10. For a more detailed discussion of receipt procedures and document flow, see NAVSUP P-485. The point to be remembered is that a receipt document passes through several stages of shipboard processing before reaching the OPTAR recordskeeper. The procedures for posting receipts to the OPTAR Log depend on the type of receipt.

Partial Receipts

In general, the OPTAR recordskeeper can recognize a partial receipt by the requisition Storekeeper's notation on the DD Form 1348-1. The notation also identifies the transaction as one of two types of partial receipt "partial receipt, balance outstanding" or "partial receipt, balance canceled." See figure 10-11. In the absence of the requisition Storekeeper's notation on the DD Form 1348-1, you can

determine if the balance of the ordered quantity has been canceled or backordered. This is done by checking the "Suffix" and "Advice" blocks on the DD Form 1348-1. Advice and suffix codes are interpreted in NAVSUP P-485. An alphabetic character in the DD Form 1348-1 "Suffix" blocks means the balance has been backordered, and certain advice codes such as 2C mean that the balance of the ordered quantity has been canceled.

PARTIAL RECEIPT (BALANCE BACKORDERED).—On a partial receipt, balance backordered, you must adjust the quantity still outstanding as shown in the "Qty on Order" column of the Requisition/OPTAR Log. This is done by drawing a line diagonally across the "Date Mat'l Rec'd" block as shown in figure 10-12. The date of receipt aboard ship, shown on DD Form 1348-1, is converted to a Julian date and entered in the upper left-hand corner of the "Date Mat'l Rec'd" block. (The lower right-handed portion of the block is filled in when the backorder is received.)

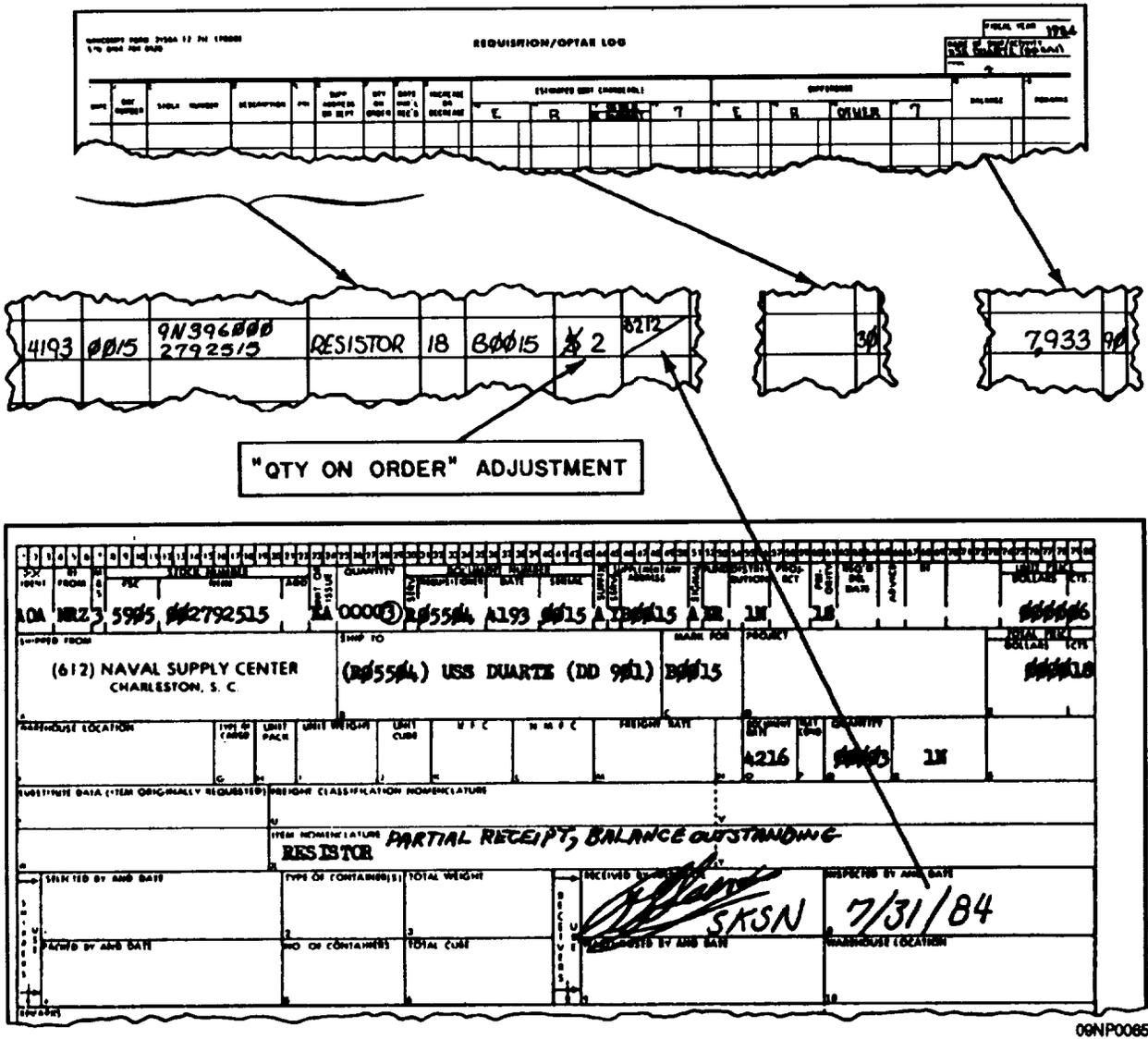


Figure 10-12.—Processing a partial receipt-bdame backordered.

If the log entry money value exceeds the “threshold: the next step is to compare the total price shown on the DD Form 1348-1 with the money value of the correspondence log entry. If the DD Form 1348-1 total price equals or exceeds the log entry money value, the DD Form 1348-1 and attached DD Form 1348 (pink copy) are returned to the requisition Storekeeper.

Assuming that the DD Form 1348-1 total price is less than the log entry money value, the next step is to enter “PART CANCEL” and the Julian date in the “Remarks” block of the Requisition/OPTAR Log.

Figure 10-13 shows the above entries. On the next available line in the Requisition/OPTAR Log, the following entries are made:

- The current Julian date in the “Date” block
- “PART CANCEL” in the “Description” block
- The difference between the money value of the DD Form 1348-1 and that of the original log entry in the same “Estimated Cost Chargeable” column as was used in the original entry (the canceled amount circled or written in red ink)
- The new OPTAR balance (that is the OPTAR balance of the preceding entry plus the canceled amount) in the “Balance” column
- “PART CANCEL,” Julian date, and document number of the original log entry in the “Remarks” block

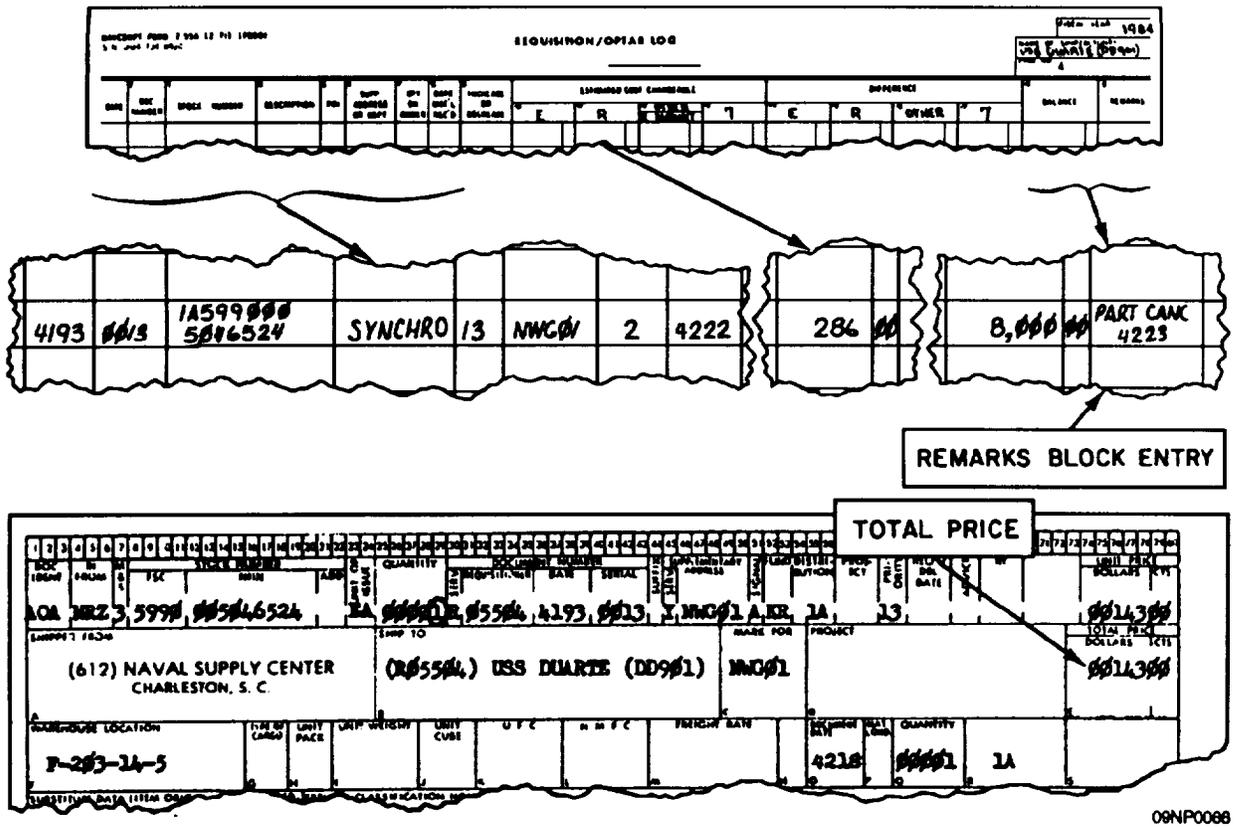


Figure 10-13.-Processing a partial receipt-balance canceled.

Figure 10-14 shows all of these entries. The next step is to record the cancellation on the List of Confirmed Cancellations that is kept in Holding File 2. See figure 10-15. With the exception of the "Quantity" column, this recording can be made by using the DD Form 1348-1 and the cancellation entry in the log. The quantity canceled is computed from the original requisition and the DD Form 1348-1 and entered on the List of Confirmed Cancellations. The DD Form 1348-1

attached to the DD Form 1348 (hardback copy) is now returned to the requisition Storekeeper for filing in the Material Completed File.

Cognizance Migration

As stated previously, and shown in figure 10-7, from time to time, there are "cog" changes that shift material from chargeable to nonchargeable status or

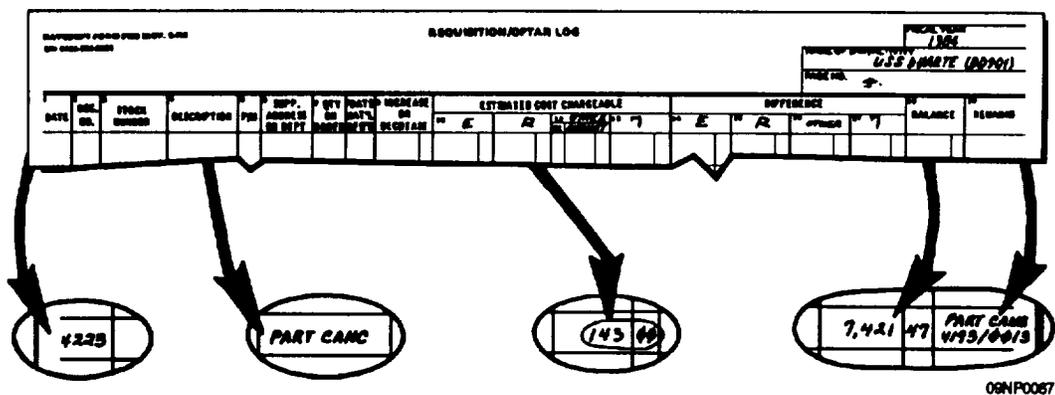


Figure 10-14.-OPTAR Log entries, partial receipt-balance canceled.

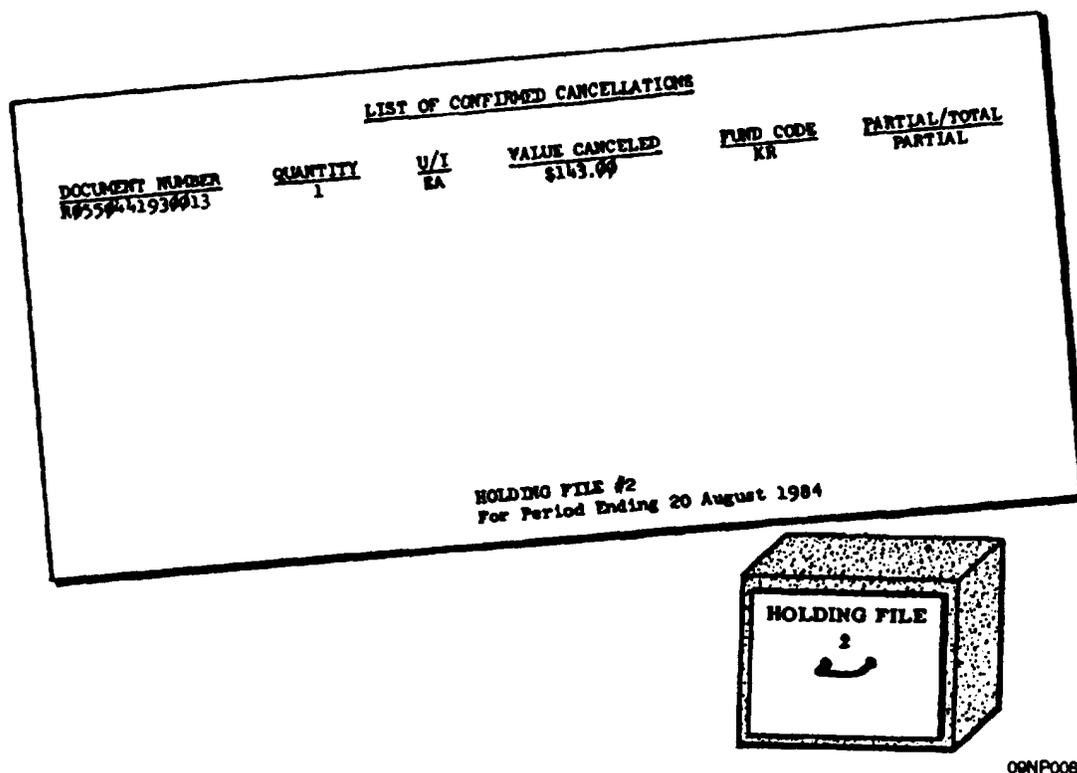


Figure 10-15.-List of Confirmed Cancellations entry, partial receipt-balance canceled.

vice versa. An item's cognizance symbol at the time the supply activity processes it for release and shipment determines if it is chargeable or nonchargeable. This "cog" symbol is shown in data block "R" on the DD Form 1348-1. The "cog" symbol in the DD Form 1348-1 "Distribution" block is always identical to the one cited on the ship's requisition and you can spot "cog" changes by comparing block "R" with the "Distribution" block or by comparing block "R" with the corresponding log entry. This method of comparing is illustrated by figure 10-16, and the necessary Requisition/OPTAR Log entries are as described in this chapter under the heading, "Cognizance Symbol changes."

OPTAR DOCUMENT TRANSMITTALS

The DAO serves as a clearing house in the flow of funds and accounting data between ships and supplying activities. This is done by matching the supplying activities expenditure documents to the ships' chargeable unfilled orders. The matching process validates the expenditures that have been made on the ships' behalf. To enable the DAO to perform this matching process, ships are required to send in their

chargeable unfilled orders that is their DD Form 1348 green copies that have been filed in Holding File 1.

The DAO for Atlantic Fleet ships is located in Norfolk. The DAO for Pacific Fleet ships is located in San Diego.

Price changes, partial cancellations, and complete cancellations, among other things, can change a requisition so that it hardly resembles the original unfilled order submitted by the Ship to the DAO. The supplying activity informs the ship of such changes through status cards and receipt documents. The supplying activity does not, however, inform the DAO. It is the responsibility of the ship to advise the DAO of these changes by sending the contents of Holding Files 2 and 3, along with the contents of Holding File 1, to the DAO on a routine basis.

NOTE Holding File 1 and Holding File 3 for the last fiscal year's OPTAR will only be maintained from October through March.

OPTAR DOCUMENT TRANSMITTAL REPORT

The ship is required to send an OPTAR Document Transmittal Report NAVCOMPT Form 2156 to the

The figure displays two examples of NAVCOMPT Form 2156, which are used for tracking and accounting for transmittals. The forms are annotated to show how to recognize migrations between different document types.

Top Form (NSA to APA Migration):
 - **Block A:** SHELLED FROM: (612) NAVAL SUPPLY CENTER CHARLESTON, S. C. SHIP TO: (085504) USS DUARTE (DD 961) MCR011. MARKED FOR PROJECT: 13 20. QUANTITY: 28.
 - **Block B:** WAREHOUSE LOCATION: F-203-15-4. FREIGHT RATE: 4230. QUANTITY: 28.
 - **Annotation:** A box labeled "COMPARISON INDICATES NSA TO APA MIGRATION" points to the "MARKED FOR PROJECT" field. Another box labeled "NONCHARGEABLE 'COG' SYMBOL" points to the "QUANTITY" field.

Bottom Form (APA to NSA Migration):
 - **Block A:** SHELLED FROM: (612) NAVAL SUPPLY CENTER CHARLESTON, S. C. SHIP TO: (085504) USS DUARTE (DD 961) MCR05. MARKED FOR PROJECT: 5 16 28.
 - **Block B:** WAREHOUSE LOCATION: F-203-15-4. FREIGHT RATE: 4216. QUANTITY: 28.
 - **Annotation:** A box labeled "COMPARISON INDICATES APA TO NSA MIGRATION" points to the "MARKED FOR PROJECT" field. Another box labeled "CHARGEABLE 'COG' SYMBOL" points to the "QUANTITY" field.
 - **Signature:** A handwritten signature "ARMATURE" is written over the "MARKED FOR PROJECT" field, with the text "ORDERED APA, REC'D NSA" written below it.
 - **Date:** The date "8/5/84" is written in the bottom right corner.

Figure 10-16.—Recognizing APA to NSA and NSA to A PA migrations.

DAO on the 10th, 20th, and the last day of every month. See figure 10-17 for an example. A transmittal may be skipped, however, if there are no documents to be submitted contained in the holding files.

The OPTAR recordskeeper maintains holding files as specified in the NAVSUP P-485.

When a fiscal year ends, the funds for that year “expire.” That is, they are no longer available for placing new orders. However, the accounts for these funds are held open for adjustments for another 2 years making a total of 36 months over which detailed accounting is performed. However, in accordance with the objective to require only the minimum amount of accounting and reporting to be performed by the operating forces, the DAOs perform the OPTAR accounting following the first 18-month period.

To assure the Defense Accounting Office that it has received all transmittals a ship sends, the ship is required

to number each transmittal in sequence in block “A” of the NAVCOMPT Form 2156.

Block “B” of the NAVCOMPT Form 2156 (figure 10-17) shows the period covered by the transmittal. This period starts the day after the previous transmittal was sent and ends the day the current transmittal is put in the mail. Note that the caption for block “B” requires the dates to be written in Julian form.

The OPTAR recordskeeper should maintain number control logs for the OPTAR document transmittal. See figure 10-18 for an example.

Even though a copy of every OPTAR Document Transmittal Report is kept by the OPTAR recordskeeper, certain information should be duplicated in the control log for handy reference. In the log (figure 10-18), the “Net Value” column is designed for the figure computed on the NAVCOMPT Form 2156. The “Cumulative Total” column is intended for a running total of the “Net Value” column. The usefulness of these

OPTAR DOCUMENT TRANSMITTAL REPORT
 NAVCOMPT FORM 2156 (REV. 7-79)
 0104-L.P.704-0001

NAVCOMPT 7302-16
 UNIT IDENTIFICATION CODE
 R05504

FROM: COMMANDING OFFICER
 USS DUARTE (DD 901)

TO: COMMANDING OFFICER (CODE - AF)
 FLEET ACCOUNTING AND DISBURSING CENTER
 SAN DIEGO, CALIFORNIA 92132

A. TRANSMITTAL NUMBER: 018/4
 B. JULIAN DATE (From): 4111 (To): 4120

CAPTION	NUMBER OF DOCUMENTS	MONEY VALUE
1. OBLIGATION (CHARGEABLE) DOCUMENTS (FILE 1)	4	169.90
2. CONFIRMED CANCELLATIONS (FILE 2)	1	78.40
TOTAL NET VALUE OF (1 MINUS 2)		91.50
3. RETURNED (NAFIC ACTION ONLY) DOCUMENTS (FILE 3)	2	

REMARKS: **RETURNED DOCUMENTS**

- SUMMARY FILLED ORDER/EXPENDITURE DIFFERENCE LISTING (3-84)
- AGED UNFILLED ORDER LISTING (OR CARDS) (3-84)

REPORTING SUPPLY OFFICER (Signature): *[Signature]* DATE: 30 APR. 1984

06NP0070

Figure 10-17.-OPTAR Document Transmittal Report NAVCOMPT Form 2156.

OPTAR DOCUMENT TRANSMITTAL NUMBER CONTROL LOG
 FISCAL YEAR 1984

TL #	Period Ending	Net Value (1-2)	Cumulative Total
001/4			
002/4			
003/4			
004/4			
005/4			
006/4			
007/4			
008/4			
009/4			
010/4			
011/4			
012/4			
013/4			

06NP0071

Figure 10-18.-OPTAR document transmittal number control log.

columns is demonstrated in NAVSO P-3073, Budget/OPTAR Report.

A separate number control log should be maintained for the funds of each fiscal year. Each log should have room for transmittals prepared after the funds have expired.

BALANCING THE OPTAR LOG

Before the OPTAR Document Transmittal Report is submitted to the supply officer for signature, the Requisition/OPTAR Log must be balanced. The first step is to draw a double line underneath the last entry in the log. Then refer to NAVSO P-3073 for detailed instructions on the process of balancing the OPTAR Log.

BUDGET/OPTAR REPORT

The Budget/OPTAR Report, NAVCOMPT Form 2157, is designed to provide status on the ship's funds to the DAO and the ship's type commander. It is prepared each month for the current fiscal year's OPTAR (and the first prior year's OPTAR for report months October through March). The Budget/OPTAR Report will normally be used to prepare and support the message "Budget/ OPTAR Report" which is sent to the DFAS. The Budget/OPTAR Report is retained on board to confirm that the message "Budget/OPTAR Report" was sent to the DFAS.

However, under two conditions the Budget/OPTAR Report must be submitted to the DAO and a message

“Budget/OPTAR Report” will NOT be sent. These two conditions are:

1. If the ship is operating under a condition “MINIMIZE,” preventing the transmission of such messages; or
2. If the ship is in the immediate vicinity of the DAO.

If either of these two conditions exists, the Budget/OPTAR Report should be submitted not later than the first workday of the month following the month to be reported.

If neither of the two above conditions exists, then the Budget/OPTAR Report should be used to prepare and support the message “Budget/OPTAR Report” which must be transmitted no later than the second calendar day of the month following the month to be

reported. See figure 10-19 for an example of a Budget/OPTAR Report. NAVSO P-3013 contains the details of preparing the report.

Deficiency and Consumption Data

This section of the report is used by the type commander (TYCOM) to determine the material readiness of ships and commands. This section is filled out only for current year funds. It is left blank for prior year funds. Figure 10-20 shows this part of the report and the source of the required information.

Depending upon the organization of the ship’s supply department, the OPTAR recordskeeper may or may not be responsible for obtaining the information needed to fill out this section. Whether or not responsible, the recordskeeper should know how to do

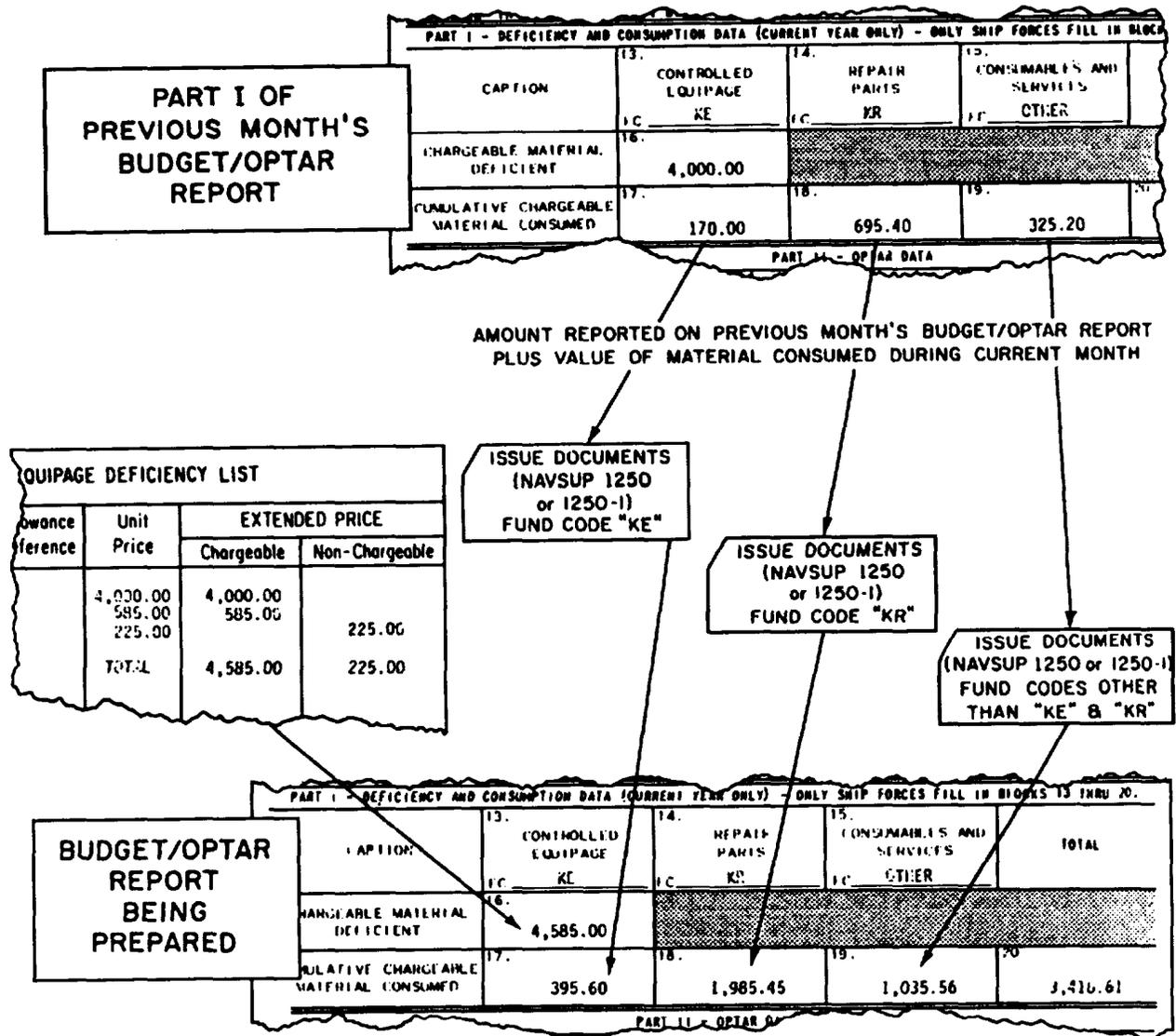
BUDGET/OPTAR REPORT NAVCOMPT FORM 2157 (Rev. 1-72) S/N 0104-705-0003		NOTE: Information requested on this report applies to BOTH SHIP FORCES and to AVIATION FORCES, EXCEPT where indicated.		NAVCOMPT 7903-16 1. MONTH ENDING 30 SEPT 1984	
2. REPORTING ACTIVITY USS DUARTE (DD 901)		3. UNIT IDENTIFICATION CODE R05504		4. OB NUMBER	
		ONLY AVIATION FORCES FILL IN BLOCKS 6 & 7		5. SUBHEAD	
		6. PERMANENT UNIT CODE		7. TYPE OPTAR	
9. TO: COMMANDING OFFICER (CODE - AF) FLEET ACCOUNTING AND DISBURSING CENTER SAN DIEGO, CALIFORNIA 92132				10. REIMBURSABLE CONTROL CODE (if applicable)	
11. I hereby certify that documentation is complete as of the date of		12. COMMANDING OFFICER (Signature)		(Date)	

BUDGET/OPTAR REPORT NAVCOMPT FORM 2157 (Rev. 1-72) S/N 0104-705-0003		NOTE: Information requested on this report applies to BOTH SHIP FORCES and to AVIATION FORCES, EXCEPT where indicated.		NAVCOMPT 7903-16 1. MONTH ENDING 30 SEPT 1984	
2. REPORTING ACTIVITY USS NEVERSAIL (AD 46)		3. UNIT IDENTIFICATION CODE V02846		4. OB NUMBER	
		ONLY AVIATION FORCES FILL IN BLOCKS 6 & 7		5. SUBHEAD	
		6. PERMANENT UNIT CODE		7. TYPE OPTAR	
9. TO: COMMANDING OFFICER (CODE - FOFA) FLEET ACCOUNTING AND DISBURSING CENTER NORFOLK, VIRGINIA 23511				10. REIMBURSABLE CONTROL CODE (if applicable)	
11. I hereby certify that documentation is complete as of the date of		12. COMMANDING OFFICER (Signature)		(Date)	

NOTE: The filled-in blocks of the illustrations above are self-explanatory. OPTAR recordskeepers in Pacific Fleet ships insert “Commanding Officer (Code-AF), Fleet Accounting and Disbursing Center San Diego, California 92132” in the address block. OPTAR recordskeepers in Atlantic Fleet ships insert “Commanding Officer (Code FOFA), Fleet Accounting and Disbursing Center, Norfolk, Virginia 23511” in the addressee block.

06NPO072

Figure 10-19.—Budget/OPTAR Report.



06NP0073

Figure 10-20. Part 1, Budget/OPTAR Report.

it in general terms. Refer to NAVSO P-3013 for detailed instructions for completing the report.

OPTAR Data

The amounts reported in Part 2 are taken from the Requisition/OPTAR Log just as shown in figure 10-21. All differences are entered from the corresponding column of the log. Each entry in the "Difference" column must indicate whether it is a plus or minus difference to prevent error when totaling the column. The total should also be marked plus or minus.

Because of increased budgetary requirements under Zero-Based Budgeting concepts, type commander and fleet commanders need a full fund code breakout on OPTAR funds use to adequately compile information for

budget formulation and execution. The Budget/OPTAR Report (NAVCOMPT Form 2157) submission (or message sent in place of the NAVCOMPT Form 2157) must be modified to display all fund codes along with attendant cumulative obligations, differences, and gross adjusted obligations. As a result, there will be a full code display on the Ship/Staff Status Report. The Budget/OPTAR Report will be completed in accordance with the NAVSO P-3013 as modified.

As you study figure 10-21, you can see that the difference is an adjustment to the obligations and affects the OPTAR balance.

To verify the entries in block 22 of the Budget/OPTAR Report, the OPTAR recordskeeper can

**OPTAR LOG
BALANCE ENTRY**

DIFFERENCE			
14	E	15	R
	101 00		11 25
16	OTHER	17	7
	77 03		10 00

INCREASE OR DECREASE	ESTIMATED COST CHARGEABLE			
	10 E	11 R	12 OTHER PER AMOUNT	13 7
10,000 00	420 10	2,145 50	1075 32	100 00

**BUDGET/OPTAR
REPORT**

PART II - OPTAR				
21. FUND CODE	22. CHARGEABLE OBLIGATIONS FY TO DATE	23. CUMULATIVE DIFFERENCES	24. CUMULATIVE GROSS ADJ. OBLIGATIONS	25. E
KE	420.10	101.00	521.10	
KR	2,145.50	11.25	2,134.25	
K7	100.00	10.00	110.00	
Other	1,075.32	77.03	1,152.35	
TOTAL	3,740.92	176.78	3,917.70	

PART III. TRANSMITTAL LETTER (TI) REC

09NP0074

Figure 10-21.—Part 2, Budget/OPTAR Report.

make a comparison between the number control log and the Part 2 total. If the OPTAR recordskeeper does not maintain a cumulative total column in the number control log, the recordskeeper can achieve the same comparison by adding together the total net values of the retained copies of the OPTAR Document Transmittal Reports for the same fiscal year.

Transmittal Letter

Part 3 provides a recap of transmittal letters to the DAO for the month. The total shown Part 3 is the net total obligations for the month and must equal the difference between Part 2, block 22, for the current

month and that reported for the previous month. This figure can be obtained from the "Net Value" column of the number control log as illustrated in figure 10-22.

Remarks

In filling out the Budget/OPTAR Report on type commander funds, the OPTAR recordskeeper prepares the bottom portion of the report as shown in figure 10-23.

MESSAGE OPTAR REPORT

Except when a ship or unit is in the immediate vicinity of the DAO or during periods of message

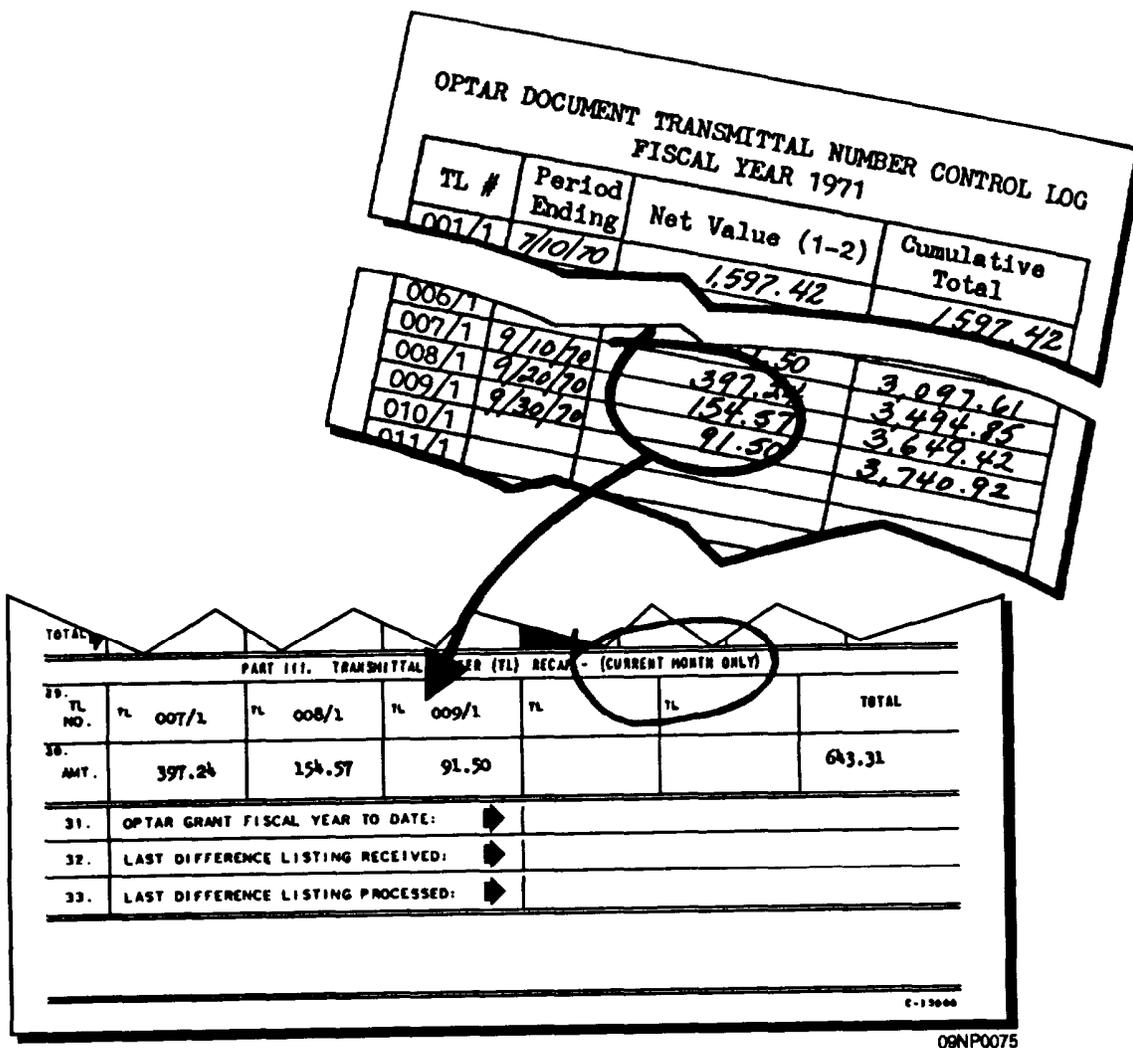


Figure 10-22.—Part 3, Budget/OPTAR Report.

MINIMIZE, a message report of Budget/OPTAR data should be submitted in lieu of the Budget/OPTAR Report (NAVCOMPT Form 2157). The message report is submitted to the DAO, with a copy to the type commander, no later than the second day of the month following the end of the month being reported. Current and prior year OPTAR reports and any other related information prescribed by the type commander should be included, but each OPTAR and other specific categories of information will be reported in separate paragraphs of the message. When a message report is submitted, confirming Budget/OPTAR Report (NAVCOMPT Form 2157) will not be submitted. The message should be prepared in the following format: (NOTE: For obligation data, columnar headings (21), (22), (23), and (24) corresponding to block headings of the NAVCOMPT Form 2157.) See figures 10-24, 10-25, and 10-26.

Message Reports

Subparagraph A (OBLIGATION DATA) will always show the obligation data contained in blocks (21), (22), (23) and (24) of the Budget/OPTAR Report (NAVCOMPT Form 2157). The amounts should be given in numerals rather than being spelled out in words. Figure 10-27 shows how the data in blocks (21), (22), (23) and (24) of the Budget/OPTAR Report (NAVCOMPT Form 2157) are shown in subparagraph A of the message.

Subparagraph B of the message (TRANSMITTAL DATA) should always show the Transmittal Letter (NAVCOMPT Form 2156) data contained in blocks (29) and (30) of the Budget/OPTAR Report (NAVCOMPT Form 2157). Figure 10-28 shows how the data in blocks (29) and (30) of the Budget/OPTAR

THE
CERTIFICATION
STATEMENT

BUDGET/OPTAR REPORT
 NAVCOMPT FORM 2157 (Rev. 1-72) NOTE: Information requested on this report applies to BOTH SHIP FORCES and to AVIATION FORCES, EXCEPT where indicated.
 S/N 4104-703-0003

NAVCOMPT 7303-18
 1. MONTH ENDING
 30 SEPT 1984

2. REPORTING ACTIVITY: USS DUARTE (DD 981)
 3. UNIT IDENTIFICATION CODE: R855#4
 4. GG NUMBER: 57#17
 5. BUREAU: 782C
 6. FISCAL YEAR: 78
 7. TYPE OPTAR: [Blank]

8. TO: COMMANDING OFFICER (CODE - AF)
 FLEET ACCOUNTING AND DISBURSING CENTER
 SAN DIEGO, CALIFORNIA 92182
 10. REIMBURSABLE CONTROL CODE (if applicable): [Blank]

11. I hereby certify that documentary evidence is available as of the date of this report covering obligations legally incurred under the funds identified, in the amount shown as the "TOTAL" of "CUMULATIVE GROSS ADJ. OBLIGATIONS" in Part II. TOTAL of block number 25.
 12. COMMANDING OFFICER (Signature): *[Signature]*
 (Date): 1 Feb. 1984

PART I - EFFICIENCY AND CONSUMPTION DATA (CURRENT YEAR ONLY) - ONLY SHIP FORCES FILL IN BLOCKS 13 THRU 20.

CAPTION	13. CONTROLLED EQUIPAG KE		14. REPAIR PARTS KR		15. CONSUMABLES AND SERVICES OTHER		TOTAL
	FC		FC		FC		
16. CHARGEABLE MATERIAL DEFICIENT		4,745.88					
17. CUMULATIVE CHARGEABLE MATERIAL CONSUMED		395.68		1,985.45		1,835.56	3,416.61

PART II - OPTAR DATA

21. FUND CODE	22. CHARGEABLE OBLIGATIONS FY TO DATE	23. CUMULATIVE DIFFERENCES	24. CUMULATIVE GROSS ADJ. OBLIGATIONS	25. ONLY AVIATION FORCES FILL IN BLOCKS 25 THRU 28			
				25. TYPE EQUIPMENT CODE	26. NUMBER OF AIRCRAFT	27. HOURS FOR PERIOD	28. HOURS FLOW FYTD
KE	428.18	181.88	521.18				
KR	2,145.58	11.25	2,134.25				
OTHER	1,175.32	87.83	1,262.35				
TOTAL	3,748.92	176.78	3,917.78				

PART III. TRANSMITTAL LETTER (TL) RECAP - (CURRENT MONTH ONLY)

29. TL NO.	TL #87/B	TL #88/B	TL #89/B	TL	TL	TOTAL
30. AMT.	397.24	154.57	91.58			643.31

31. OPTAR GRANT FISCAL YEAR TO DATE: \$18,888
 32. LAST DIFFERENCE LISTING RECEIVED: AUGUST 1978
 33. LAST DIFFERENCE LISTING PROCESSED: AUGUST 1978

C-12008
 09NPO076

Figure 10-23. Certification section, Budget/OPTAR Report

BUDGET/OPTAR REPORT
 NAVCOMPT FORM 2157 (Rev. 1-72)
 S/N 0104-705-0003

NOTE: Information requested on this report applies to BOTH SHIP FORCES and to AVIATION FORCES. EXCEPT where indicated.

NAVCOMPT 7303-15

1. MONTH ENDING
 30 SEPTEMBER 1978

2. REPORTING ACTIVITY
 USS DUARTE (DD901)

3. UNIT IDENTIFICATION CODE
 R05504

4. SUBHEAD
 702C

5. FISCAL YEAR
 1984

6. PAYMENT UNIT CODE

7. TYPE OPTAR

10:

1. SEP/R05504/702C/57017/FY 84

08NP0077

Figure 10-24.-Message OPTAR Report (paragraph 1).

Report (NAVCOMPT Form 2157) are shown in subparagraph B of the message.

Subparagraph C of the message (GRANTS FYTD) should always show the amount of the OPTAR grant fiscal year to date as contained in block (31) of the budget/OPTAR Report (NAVCOMPT Form 2157). Figure 10-28 shows how the amount in block (31) of the Budget/OPTAR Report (NAVCOMPT Form 2157) is shown in subparagraph C of the message.

Subparagraph D of the message Summary Filled Order/Expenditure Difference Listing (SFOEDL PROCESSED) will always show the month and year of the last SFOEDL applicable to the OPTAR identified which has been processed by the OPTAR recordskeeper as shown in block (33) of the Budget/OPTAR Report (NAVCOMPT Form 2157). Figure 10-28 shows how the date contained in block (31) of the Budget/OPTAR Report (NAVCOMPT Form 2157) is shown in subparagraph D of the message.

Subparagraph E of the message (MATERIAL DEFICIENT) will only be used in paragraph 1 that is for the current fiscal year's OPTAR only. Although the report months of October through March data on the first prior year's OPTAR, are reported in paragraph 2 of the message, subparagraph E (MATERIAL DEFICIENT) does not apply to prior year's OPTAR. Figure 10-29 shows how the amount in block (16) of the Budget/OPTAR Report (NAVCOMPT Form 2157) is shown in subparagraph E of the message.

Subparagraph F of the message (CONSUMPTION DATA) will only be used in paragraph 1 that is for the current fiscal year's OPTAR only. Although the report months of October through March data, on the first prior

A. OBLIGATION DATA

(21)	(22)	(23)	(24)
KE	420.10	101.00	521.10
KR	2,145.50	11.25CR	2,134.25
K7	100.00	10.00	110.00
OTHER	1,075.32	77.03	1,152.35
TOTAL	3,740.92	176.78	3,917.70

PART II - OPTAR			
21. FUND CODE	22. CHARGEABLE OBLIGATIONS FY TO DATE	23. CUMULATIVE DIFFERENCES	24. CUMULATIVE GROSS ADJ. OBLIGATIONS
KE	420.10	101.00	521.10
KR	2,145.50	11.25	2,134.25
K7	100.00	10.00	110.00
Other	1,075.32	77.03	1,152.35
TOTAL	3,740.92	176.78	3,917.70

07NP0078

Figure 10-25.-Message OPTAR Report (subparagraph A).

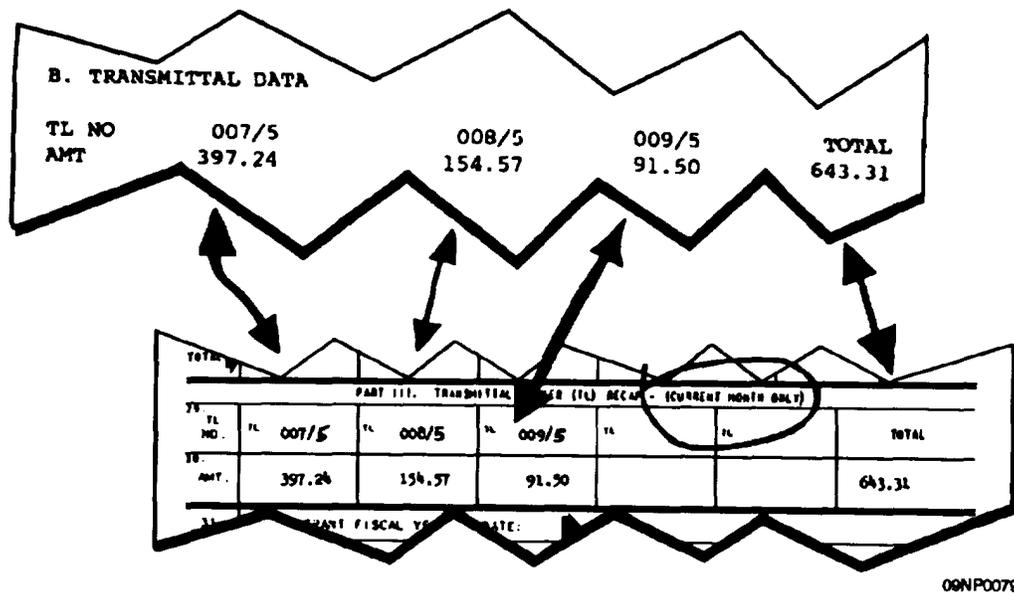


Figure 10-26.-Message OPTAR Report (subparagraph B).

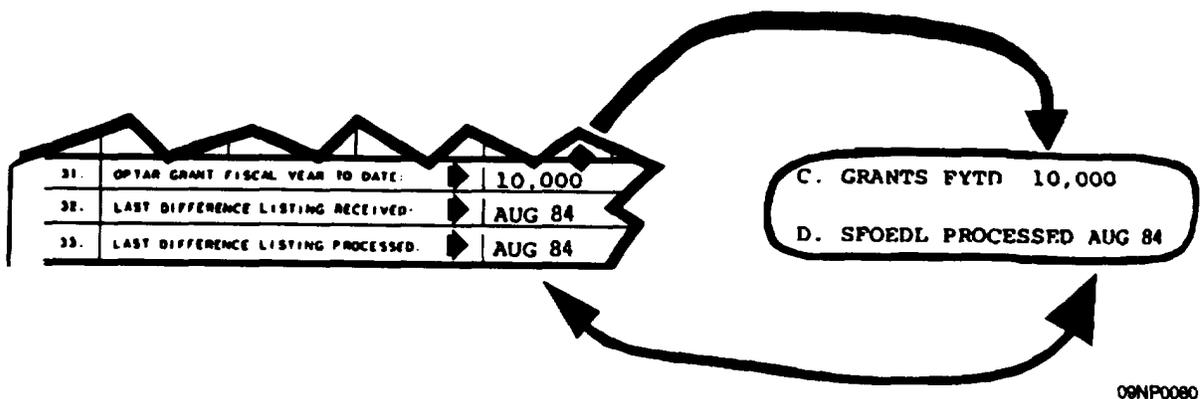


Figure 10-27.-Message OPTAR Report (subparagraphs C and D).

year's OPTAR, are reported in paragraph 2 of the message, subparagraph F (CONSUMPTION DATA) does not apply to prior year's OPTARS. Figure 10-29 shows how the amount in blocks (17), (18), (19), and (20) of the Budget/OPTAR Report (NAVCOMPT Form 2157) is shown in subparagraph F of the message.

Subparagraph G—The type commander may direct that certain information be included in the Budget/OPTAR Report message in addition to the standard required data. If the type commander does, this information will be reported in subparagraph G (TYCOM INFO) of paragraph 1 only.

Although the report months of October through March data, on the first prior year's OPTAR, are reported in paragraph 2 of the message, subparagraph

G (TYCOM INFO) does not apply to the prior year's OPTAR paragraph.

The OPTAR recordskeeper should find out from the supply officer and the applicable type commander directive what is required to be reported in this subparagraph and write the captions below for use as a handy reference.

Paragraph 2: For the report months of October through March the Budget/OPTAR Report message will report on the first prior year's OPTAR in paragraph 2 of the message.

The first line of the second paragraph of the message identifies the prior year's funds being reported upon. This identification consists of the first three

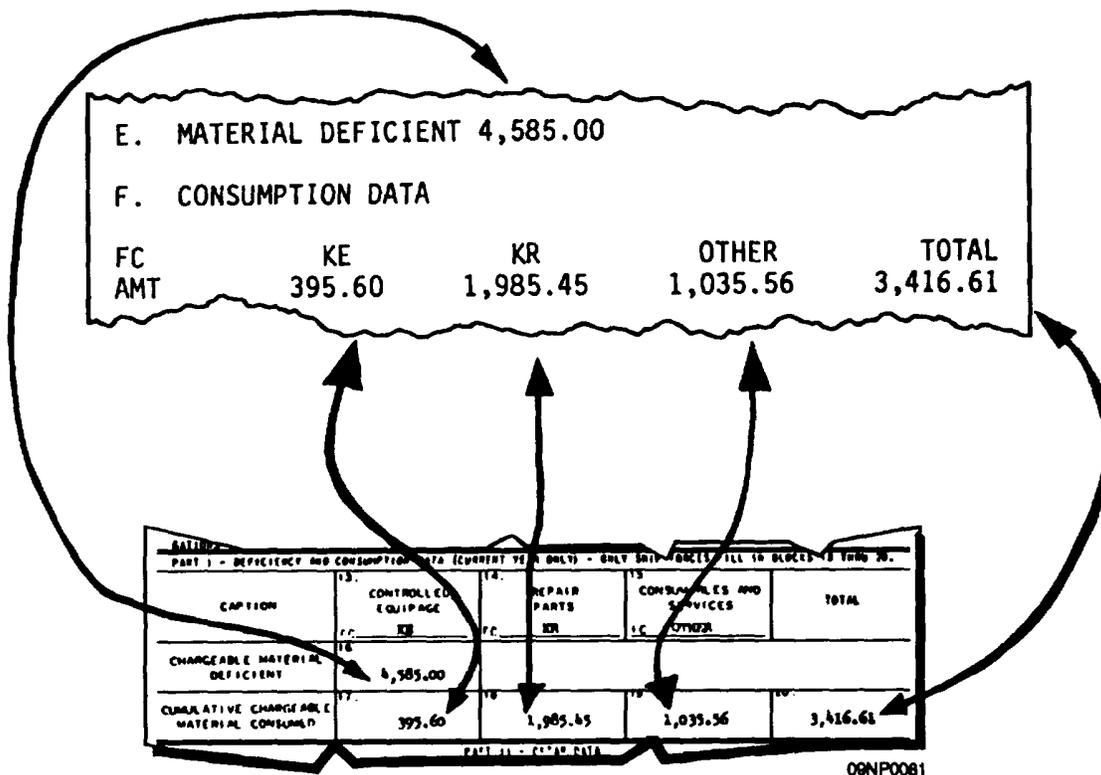


Figure 10-28.-Message OPTAR Report (subparagraphs E and F).

2. SEP/R05504/702C/57017/FY 84

A. OBLIGATION DATA

(21)	(22)	(23)	(24)
KE	2,001.43	200.00	2,201.43
KR	49,989.19	350.00	49,639.19
K7	510.50	40.00CR	470.50
OTHER	26,621.72	100.00	26,721.72
TOTAL	79,122.84	610.00	79,732.84

B. TRANSMITTAL DATA

TL NO 040/4
AMT 198.00CR

C. GRANTS FYTD 80,000.00

D. SFOEDL PROCESSED AUG 84

BT

09NP0082

Figure 10-29.—Message OPTAR Report (paragraph 2).

letters of the month of the report, the UIC of the reporting ship, the subhead, the operating budget number (including the OB suffix if applicable), and the fiscal year.

When the first prior year's OPTAR is reported upon in paragraph 2 (i.e., for report months of October through March), only the following data will be reported:

- A. OBLIGATION DATA
- B. TRANSMITTAL DATA
- C. GRANTS FYTD
- D. SFOEDL PROCESSED

The data for these subparagraphs will be prepared in the same manner as described and illustrated for the current fiscal year's OPTAR in the preceding pages. If there was no transmittal of unfilled orders nor cancellations on a Transmittal Letter (NAVCOMPT Form 2156) in the month, subparagraph B should show "B, TRANSMITTAL DATA NONE."

Figure 10-29 shows a typical paragraph 2 of the Budget/OPTAR Report message reporting on the last prior year's OPTAR.

Message OPTAR Report verification When the OPTAR recordskeeper finishes drafting the message, it is given to the supply officer. The OPTAR recordskeeper should keep a copy of the draft. When

the ship's communications center sends a copy of the actual message to the supply office, the OPTAR recordskeeper should compare it with the draft, item for item, to make sure that the message was transmitted exactly as drafted. If there is any mistake, the OPTAR recordskeeper should bring it to the attention of the supply officer immediately. The OPTAR recordskeeper's final step is to file a correct copy of the message with the retained copy or copies of the Budget/OPTAR Report (NAVCOMPT Form 2157).

DEFENSE ACCOUNTING OFFICE LISTINGS

The DAO serves as a clearinghouse in the flow of funds and accounting data between ships and supplying activities. It matches the supplying activities' expenditure documents to the ships' chargeable unfilled orders. This matching process serves three purposes: it validates the expenditures that have been made to the supplying activities on the ship's behalf, it makes reconciliation of the DAOs and ship's accounting records possible, and it calculates "differences" or adjustments. For example, when the estimated price differs from the actual expenditure cost. Refer to NAVSO P-3073 for detailed procedures used by the DAO in processing unmatched expenditure documents.

THRESHOLD CONCEPT

To reduce the time and effort spent by OPTAR holders and the DAO in verifying transaction listing data, threshold procedures have been established. When a threshold category expenditure document does not match a corresponding unfilled order document, and the expenditure is below an established "threshold" dollar value, the DAO is authorized to lodge the charge against the OPTAR holder without a match. Such "threshold charged" expenditures are reported to the OPTAR holder as part of the "differences" by the DAO on the SFOEDL.

FILLED ORDER/EXPENDITURE DIFFERENCES

Introduction to the Summary Filled Order/Expenditure Listing: From October through March, shipboard OPTAR holders receive two Summary Filled Order/Expenditure Listings one for the current fiscal year's OPTAR and one for the last fiscal year's OPTAR. However, for the April through September report months, only one Summary Filled

Order/ Expenditure Listing will be received for the "current" fiscal year's OPTAR.

The Expense Limitation and Operating Budget numbers identify the OPTAR grantor. Interpretation of these numbers can be found in the NAVSO P-3013. In figure 10-30, the OPTAR grantor is OB 57017 (COMNAVSURFPAC). The OPTAR holder number is simply the ship's unit identification code. In figure 10-30, the OPTAR holder is USS *Duarte*, a Pacific Fleet destroyer. Refer to NAVSO P-3073, for the description of each column in figure 10-30.

Posting difference totals to the OPTAR Log: When an SFOEDL is received, the OPTAR recordskeeper first posts the net difference totals shown at the end of the listing to the OPTAR Log. These amounts must be posted to the OPTAR Log exactly as they are carried on the listing, no shipboard-adjustment of these figures is allowed. Note that the difference amounts in figure 10-31 are set apart according to these "Difference" columns in the OPTAR Log. Also note that one of the difference amounts is annotated "CR" this means that this amount is to increase the OPTAR balance rather than reduce it (the OPTAR recordskeeper circles this amount or writes it in red ink when entering it in the OPTAR Log). Figure 10-31 shows how the difference totals are posted to the OPTAR Log.

Normally the OPTAR recordskeeper is not concerned with the other totals shown at the end of the listing. An explanation of these totals can be found in NAVSOP-3013.

Investigating an itemized transaction, (see figure 10-32): If the monetary difference between a filled order (an unfilled order that matched an expenditure document) and its expenditure document counterpart is over \$100, the transaction is itemized on the SFOEDL. Expenditure documents over the "threshold for which the DAO has not been able to find a corresponding unfilled order in two monthly attempts are also shown on this listing with a difference equal to the entire expenditure amount. The purpose is to provide the ship an opportunity to examine these transactions in light of information held aboard ship but not at the DAO. If shipboard investigation proves the differences to be correct, the OPTAR recordskeeper need not take further action. If the differences are incorrect, the recordskeeper annotations the listing as described in the NAVSOP-3073.

The transitions itemized on this listing fall into the following categories:

1. DIFFERENCES—a pricing difference

FISCAL YEAR	EXPENSE LIMITATION	OPERATING BUDGET	OPTAR HOLDER	MONTH AND YEAR OF REPORT		
THIS REPORT WILL BE PROCESSED IN ACCORDANCE WITH PAR. 4108-B OF NAVSO P-3013						
RPT SYN 5284.08.DBA						
SUMMARY FILLED ORDER/EXPENDITURE DIFFERENCE LISTING FOR DECEMBER 1983						
FY 84	EL 702C	OB 57017	OH R05504	PROCESSED (DATE) PAGE 1		
DOCUMENT NO	FC DOC	TL NO	PRI BILL/ SUP AD U:	COG STOCK NUMBER A POE/SUM QTY	AMOUNT	REMARKS
LIC JD SN	ID ISS ACT I D VO NO	FSC NIIN C DATE				
R05504	41940021 KE Z0A	002 20	14 2090	003436001	1	100.00CR CORRECTION
R05504	41940021 KE Z0A	00638 0315	14 2090		1	200.00CR CORRECTION
R05504	41940021 KE Z0A	002 20	14 2090	003436001	1	100.00 DIFFERENCE
R05504	41990030 KR Z0A	002 20	14 2090	003436001	4	730.00
R05504	41990030 DR Z0A	00638 0320	14 2090		4	1,236.00
						506.00 DIFFERENCE
R05504	42090058 DC Z0A	003	90 7125	006243960	2	112.70
R05504	42090058 KC Z0A	00638 1270	90 7125		1	167.70
				POE 12/8	1	0.00 PART ORD ESTAB
						55.00 DIFFERENCE
R05504	42430074 KC Z0E	006 20	72 5535		3	120.00
R05504	42430074 KC Z0A	04637 0299			4	65.00
						60.00CR DIFFERENCE
R05504	42610082 KR Z0A	008 16	96 6250	002244328	115	172.50
R05504	42610082 KR Z0A	00638 0340	96 6250		115	20.70
						151.60CR DIFFERENCE
R05504	42700090 KC Z0E	009 14	96		1	587.32
R05504	42700090 KX Z0A	00638 0322			1	647.32
						60.00 DIFFERENCE
R05504	42750098 KC Z0E	010			11	24.00
R05504	42750098 KC Z0A	00638 0341			11	78.00
						54.00 DIFFERENCE
R05504	42770103 KC Z0E	C13	96 6540	005303770A	14-	100.54CR
						100.54 DIFFERENCE

08NPO083

Figure 10-30.—Summary Filled Order/Expenditure Listing.

THIS REPORT WILL BE PROCESSED IN ACCORDANCE WITH PAR. 4308-6 OF NAVSO P-3033

RPT SYN 5284-03-08A SUMMARY FILLED ORDER/EXPENDITURE DIFFERENCE LISTING FOR DECEMBER 1983 PAGE 1

FY 84 EL 702C OB 57037 ON ROSSON PROCESSED (DATE) PAGE 1

DOCUMENT NO	FC DOC TL NO	PRI	BILL/SLIP	AD LI	COG	STOCK NUMBER	A	POE/SLIP	QTY	AMOUNT	REMARKS
UIC	JD SN	ID	ISS	ACT	I B	VO NO	PSC	NCIN	C	DATE	
ROSSON 43100120	KR Z0A	013				7310	002050821		2	24.00	
ROSSON 43100120	KR FX3	805	1270	240%					3	75.00	
									3	0.00	AD CANC
										51.00	DIFFERENCE
ROSSON 43120126	KC Z0C	014							3	55.00	
ROSSON 43120126	KC FX3	805	1270	R2087					2	110.00	
										55.00	DIFFERENCE

	UNFILLED ORDERS	FILLED ORDERS	PART ORD ESTAB	DIFFERENCE	MATCHED EXPEND	UNMATCHED EXPEND
FC KE DIF						
FC KR DIF						
OTHER DIF						
OH VALUE	3,168.75	2,625.57	154.00	578.40	3,216.97	2,419.87
OH RECORDS	15	27	3	3	26	6

Handwritten notes: 87-66CR, 406.74, 274.12, "Processed and Posted" (circled), arrow pointing to the 578.40 difference value.

REQUISITION/OPTAR LOG

DATE	DOC NUMBER	SFOG NUMBER	DESCRIPTION	AMOUNT	OFFICER OR DEPT	OFFICER OR DEPT	OFFICER OR DEPT	OFFICER OR DEPT	EXPENSES				BALANCE	REMARKS
									E	R	OTHER	T		
05/15			TRAVEL	189.40					189.40	406.74	174.74	7	419.00	

Handwritten note: 189.40 circled, arrow pointing from the difference in Figure 10-31.

Figure 10-31.—Posting difference to the OPTAR Log.

- PART ORD ESTAB—a difference that coincides with establishment of a partial order
- AD CANC—a difference the results from a DAO administrative cancellation
- NO UNF ORDER—a difference that results from a credit expenditure document
- CORRECTION—a difference that results from a DAO correction
- UNMATCH EXP—a difference resulting from a larger than “threshold” expenditure being charged to the OPTAR holder (with a difference

equal to the expenditure amount) during the DAOs second unsuccessful monthly attempt to find a corresponding unfilled order.

Each of these categories and the OPTAR recordskeeper’s actions are explained in detail in the NAVSOP-3073.

Annotating an itemized transaction, see figure 10-33. NAVSO P-3013 lists nine special codes and one catchall code with that the OPTAR recordskeeper uses to annotate invalid itemized transactions on the SFOEDL. These special codes are also discussed in the NAVSO P-3073.

THIS REPORT WILL BE PROCESSED IN ACCORDANCE WITH PAR. 4108-6 OF NAVSO P-3013.

RPT SYM 5284-03-08A SUMMARY FILLED ORDER/EXPENDITURE DIFFERENCE LISTING FOR DECEMBER 1983

FY 84 EL 702C OB 57017 OH ROSSON PROCESSED (DATE) PAGE 1

DOCUMENT NO UIC JB SN	FC DOC ID ISS	TL NO ACT	PRI I B	BILL/SUP V O NO	AD UI COG	STOCK NUMBER	A FSC	POE/SUM M IIN C	QTY DATE	AMOUNT	REMARKS
ROSSON 41740023	KE ZOA	002 20			3H 2070	003436601			1	100.00CR	CORRECTION
ROSSON 41740023	KE ZJA	00638 0335			3H 2070	003436601			1	200.00CR	CORRECTION
ROSSON 41740023	KE ZOA	002 20			3H 2070	003436601			1	100.00CR	DIFFERENCE
ROSSON 41740030	KR ZOA	002 20			3H 2070	003436601			4	730.00	
ROSSON 41740030	KR ZJA	00638 0320			3H 2070				4	1,236.00	DIFFERENCE
										506.00	DIFFERENCE
ROSSON 42070058	CC ZOA	003			70 7125	006243760			2	112.70	
ROSSON 42070058	CC ZJA	00638 1270			70 7125				1	167.70	
									1	0.00	PART ORD ESTAR
										55.00	DIFFERENCE
ROSSON 42770103	KC ZOC	003			70 8540	5303770 A			1	100.54LN	AD CANCEL
										100.54	DIFFERENCE

THIS REPORT WILL BE PROCESSED IN ACCORDANCE WITH PAR. 4108-6 OF NAVSO P-3013.

RPT SYM 5284-03-08A SUMMARY FILLED ORDER/EXPENDITURE DIFFERENCE LISTING FOR JANUARY 1984

FY 84 EL 702C OB 57017 OH ROSSON PROCESSED (DATE) PAGE 1

DOCUMENT NO UIC JB SN	FC DOC ID ISS	TL NO ACT	PRI I B	BILL/SUP V O NO	AD UI COG	STOCK NUMBER	A FSC	POE/SUM M IIN C	QTY DATE	AMOUNT	REMARKS
ROSSON 43430145	KR ZJA	00638 0363			3H 5775				1	55.00CR	NO UNF ORDER
										55.00CR	DIFFERENCE

Figure 10-32.-Investigation of an itemized transaction.

THIS REPORT WILL BE PROCESSED IN ACCORDANCE WITH PAR. 4108-6 OF NAVSO P-3013.

RPT SYM 5284-03-08A SUMMARY FILLED ORDER/EXPENDITURE DIFFERENCE LISTING FOR DECEMBER 1983

FY 84 EL 702C OB 57017 OH ROSSON PROCESSED (DATE) PAGE 1

DOCUMENT NO UIC JB SN	FC DOC ID ISS	TL NO ACT	PRI I B	BILL/SUP V O NO	AD UI COG	STOCK NUMBER	A FSC	POE/SUM M IIN C	QTY DATE	AMOUNT	REMARKS
ROSSON 43120128	KC ZOA	004			70 002867083				6	55.00	CODE A
ROSSON 43120128	KC ZJA	00244 0334			70 002867083				6	55.00	(CODE 38) (QTY 6)
ROSSON 43120128	KC ZJA	00638 0345			70 002867083				6	55.00	
										55.00	DIFFERENCE (\$55.00) (0345)

Figure 10-33.—Annotation of an itemized transaction.

An example of a special code "A" annotation: The OPTAR recordskeeper's investigation indicates that the transition illustrated in figure 10-33 is invalid because a duplicate charge has been made for a single shipment. The OPTAR recordskeeper first circles the difference amount of the invalid transaction. To describe the error

the recordskeeper then writes "Code A" in the "Remarks" column alongside the invalid transaction. Code A is the shorthand version of this description "Duplicate charge; material received from (UIC of the activity), quantity (QTY), amount (\$), on (Julian date). No duplicate shipment nor supply status indicating

additional shipment received." To complete the "Code A" annotation, the OPTAR recordskeeper writes the unit identification code (UIC) of the supplying activity, the quantity received, the total price of the receipt document, and the Julian date of receipt aboard ship in the format of the annotation illustrated in figure 10-33.

Filling the processed listing: An original and one copy of the SFOEDL are sent to the ship. The posting of the difference totals to the OPTAR Log and the processing of the itemized transactions on the listing must be completed within 10 days after the receipt of the listing. The OPTAR recordskeeper's final entry on the listing is the notation "processed and Posted," which is written adjacent to the difference totals, figure 10-32. The OPTAR recordskeeper should ensure that all entries on the original of the listing are accurately transcribed to the copy. The copy of the listing is retained aboard ship until the OPTAR to which it applies lapses.

Threshold Charges Addendum: The unmatched expenditure that had a valueless than "threshold" and were "threshold charged" to the OPTAR holder in the reconciliation process are itemized on an addendum to the SFOEDL. See figure 10-34—the "differences" shown for each of these expenditures are included in the total of differences at the end of the SFOEDL. The "threshold charges" addendum portion of the SFOEDL is provided for information only. It is not required to be

Processed or reviewed by the OPTAR recordskeeper. These threshold charged expenditures will not be subject to challenge.

A recapitulation of SFOEDL: When processing an SFOEDL, keep the following items in mind:

1. The difference totals must be posted to the OPTAR Log in the exact same amounts shown on the listing.
2. The money value of an expenditure document is more likely to be correct than that of its filled order counterpart especially if there is a difference of \$500 or more.
3. Nonreceipt of requisitioned material is not a valid reason for rejecting an itemized transition.
4. Most of the actions of an itemized transaction will require additional entries and/or documentation (use the chart illustrated in figure 10-35 as a handy reference to check your work).
5. This listing must reprocessed within 10 days of its receipt aboard ship.
6. When the processing of the listing is completed, the listing must be annotated "Processed and Posted" adjacent to the difference total.

RPT SYM 5284-03-06A													THRESHOLD CHARGES FOR DECEMBER 1978 - PROVIDED FOR INFORMATION ONLY				
FY 84 EL 702C OB 57017 OH R05504													PROCESSED 01/23/84	PAGE 3			
DOCUMENT NO	FC	DOC	TL	NO	PRI	BILL/	SLP	AD	UI	COG	STOCK	NUMBER	A	POE/SUM	QTY	AMOUNT	REMARKS
UIC	JL	SN	ID	ISS	ACT	I	D	VO	NO	FSC	NIIN	C	DATE				
R05504	41780026	KR	ZJL	00445	0225				EA	1M				07/8	24.00	NO UNF ORDER	
															24.00	DIFFERENCE	
R05504	42060047	KE	ZJL	00445	0231				PR	1M				07/8	4.20	NO UNF ORDER	
															4.20	DIFFERENCE	
R05504	42350061	KR	ZJL	00445	0250				EA	1M				10/8	38.00	NO UNF ORDER	
															38.00	DIFFERENCE	
R05504	42630085	KC	ZJL	00445	0277				MD	1M				11/8	3.00	NO UNF ORDER	
															3.00	DIFFERENCE	
TOTAL DOLLAR VALUE (INCLUDED IN DIFFERENCE TOTAL ON PRIOR PAGE)															69.20		
NO NAVSO P-3013 PROCESSING REQUIRED - DETACH AND DO NOT RETURN THIS PAGE TO THE FLEET ACCOUNTING OFFICE.																	

00NP0147

Figure 10-34.-Threshold Charges Addendum.

CODE	UIC OF THE SUPPLYING ACTIVITY	QUANTITY	AMOUNT SHOWN ON RECEIPT DOCUMENT	JULIAN DATE OF RECEIPT	COPY OF RECEIPT DOCUMENT	DOCUMENT NUMBER	UNFILLED ORDER AMOUNT	TRANS-MITTAL TL#	FUND CODE & UIC	AMOUNT & DATE SHOWN ON SUPPLY CANCELLATION
A	X	X	X	X						
B					X					
C						X	X	X		
D									X	
E								X		
F								X		
G	ONLY "CODE G" ANNOTATION REQUIRED									
H	X	X								X
I	ONLY "CODE I" ANNOTATION (AND UNFILLED ORDER ADMINISTRATIVE CANCELLATION) REQUIRED									
J	DATA REQUIRED DEPENDS UPON SITUATION									

06NP0067

Figure 10-35.-Information/documents required with the use of SFOEDL annotation codes.

Aged Unfilled Order Listing (AUOL)

Role of the Defense Accounting Office: One of the situations that can develop from the DAO's matching process is the failure to find the expenditure document counterpart to an unfilled order. (Unfilled orders are 1348 green copies and other Holding File 1 documents that have been transmitted by the ships to the DAO.) Such unfilled orders are held in the DAOs files, pending their cancellation by the ship or their subsequent matching to an expenditure document. After 120 days on file, these unfilled orders are itemized on the AUOL. This listing is sent by the DAO to each ship on a quarterly basis.

Introduction to the AUOL: Over the entire year the OPTAR recordskeeper maintains the Requisition/OPTAR Log (NAVCOMPT Form 2155) to use in posting material receipts and processing supply system cancellations on the "current" fiscal year's OPTAR, the last fiscal year's OPTAR, and the fiscal year before last's OPTAR. However, from April through September the OPTAR recordskeeper will actively maintain only one OPTAR Log and will receive OPTAR holder listings; e.g., SFOEDL, AUOL, on only that one OPTAR the "current" fiscal year's OPTAR. From

October through March the OPTAR recordskeeper actively maintains two Requisition/OPTAR Logs and receives OPTAR holder listings on two separate OPTARs, one being the "current" fiscal year's OPTAR and the other the last fiscal year's OPTAR. The chart illustrated in figure 10-36 shows how many and which AUOLs the OPTAR recordskeeper will receive for each of the quarters.

As shown in figure 10-37, the OPTAR to which an AUOL pertains is indicated by the fiscal year entry. The Expense Limitation and Operating Budget numbers identify the OPTAR grantor. Interpretation of these numbers can be found in the *Financial Management of Resources (Operating Forces) Handbook*. The OPTAR holder number is simply the ship's service designator code and unit identification code. In the illustration below, the OPTAR holder is USS *Duarte*, a Pacific Fleet destroyer. For a description of the AUOL column by column, refer to NAVSO P-3073.

Processing an itemized AUOL: The OPTAR recordskeeper's first step is to determine the completion status of the requisitions related to the unfilled orders on the AUOL. In making this determination, the recordskeeper should first compute the date of 60th day

AGED UNFILLED ORDER LISTINGS				
TO BE RECEIVED BY OPTAR RECORDSKEEPER				
	FOR THE QUARTERS ENDING			
	DECEMBER	MARCH	JUNE	SEPTEMBER
"Current" Fiscal Year's OPTAR	NO	YES	YES	YES
Last Fiscal Year's OPTAR	YES	YES	NO	NO
Fiscal Year Before Last's OPTAR	NO	NO	NO	NO
Total Received For the Quarter	1	2	1	1

09NPO088

Figure 10-36.-Listings to be received.

FISCAL YEAR

EXPENSE LIMITATION

OPERATING BUDGET

OPTAR HOLDER

MONTH AND YEAR OF REPORT

THIS REPORT WILL BE PROCESSED IN ACCORDANCE WITH PAR. 4308-3 OF NAVSO P-3013.

RPT:SYN S284-04-08A
 FY 84 EL 702C OB 57037 OH R05504
 AGED UNFILLED ORDER LISTING FOR DECEMBER 1983

PAGE 1
PROCESSED (DATE)

DOCUMENT NO UIC	FC JD	DOC SM	T ID	L NO	PRI EPR	COG	UI	STOCK FSC	NUMBER NIZN	POE/SUM DATE	QTY	AMOUNT	OPTAR HOLDER REMARKS
R05504	41740023	KE	Z0A	002	20	34	2070	003436601			1	100.00	
R05504	41740027	KR	Z0A	002	36	34	6250	002244763			4	1,236.00	
R05504	42040053	KC	Z0A	003	33	70	6830	005844070			25	13.75	
R05504	42050054	KE	Z0A	003		70	8405	002277123	POE 10/8		34	154.00	
R05504	42050055	KC	Z0E	003					SUM 07/8		3	30.00	
R05504	42060064	KC	Z0A	003	38	70	7230	002408300			1	63.27	
R05504	42070066	KD	Z0A	003	38						C7777	84.48	
R05504	42100068	KR	Z0A	003	34	34	2825	003453031			1	58.00	
R05504	42330067	KC	Z0E	003					POE 10/8 C7777			53.43	

END OF OPTAR LISTING

09NPO089

Figure 10-37.—Aged Unfilled Order Listing.

preceding the listing's "Processed" date. (For the purposes of this publication, assume the "Processed" date of the listing illustrated in figure 10-38 is 23 January 1984.)

The OPTAR recordskeeper then checks the "Date Mat'l Rec'd" column of the corresponding OPTAR Log entries. At this point the recordskeeper can divide the unfilled orders into three categories:

1. those with corresponding requisitions that have not been completed,
2. those with corresponding requisitions that have been completed 60 days or less before the listing's "Processed" date, and
3. those with corresponding requisitions that have been completed more than 60 days before the listing's "Processed" date.

THIS REPORT WILL BE PROCESSED IN ACCORDANCE WITH PAR. 4308-3 OF NAVSO P3013.													
RPT SYM 5284.04.08A										AGED UNFILLED ORDER LISTING FOR DECEMBER 1984		PAGE 1	
FY 84 EL 702C 08 57017 04 R05504										PROCESSED 01/23/84			
DOCUMENT NO	FC	DOC	T	L	PRI	COG	UI	STOCK	NUMBER	POE/SUM	QTY	AMOUNT	OPTAR HOLDER
UIC	JD	SN	ID	NO	EDR		FSC	NTIN	DATE				REMARKS
R05504	41740021	KE	Z0A	002	20	34	2090	003436603			1	100.00	
R05504	41740029	KR	Z0A	002	16	34	6250	002244963			4	1,236.00	
R05504	42040053	KC	Z0A	003	13	76	6810	005844070			25	13.75	
R05504	42050054	KE	Z0A	003		79	8405	00237623	POE 10/8		4	154.00	
R05504	42050055	KC	Z0E	003					SUM 07/8		3	10.00	
R05504	42080064	KC	Z0A	003	18	99	7210	002408300			1	63.27	
R05504	42090066	KD	Z0A	003	18						1	84.48	
											C7777		

01/23/84 - "PROCESSED" DATE OF LISTING

-60

11/24/83 - 60TH DAY BEFORE "PROCESSED" DATE (4328 JULIAN FORM)

08NPO090

Figure 10-38.—Processing an itemized Aged Unfilled Order.

Figure 10-39 shows the requisition completion status of the unfilled orders itemized on the listing illustrated in figure 10-37.

Unfilled orders that have been completed more than 60 days before the listing's "Processed" date (that is, unfilled orders in the third category described on the preceding page) are discussed in NAVSO P-3073.

Preparation of an unfilled order adjustment document: When the OPTAR recordskeeper prepares an unfilled order adjustment document, the green copy of a 1348 must be annotated with:

1. the unit identification code (UIC) and name of the DAO in block A;
2. the ship's UIC and name in block B;
3. "AC1" in block 1;
4. the stock number in blocks 4 and 5;
5. the unit of issue in block 7;
6. the quantity in block 8;
7. the document number in blocks 9, 10, 11, and 12;
8. the fund code in block 17;
9. the cognizance symbol in block 18;
10. the Issue Priority Designator (IPD) in block 20;
11. the unit price in block T;

12. the total price (that is, the amount being canceled in block U); and

13. "ADMINISTRATIVE CANCELLATION ABOVE THRESHOLD" in the "Remarks" section

The unfilled order adjustment document, when completed, is placed in the Holding File 2 for the corresponding fiscal year.

Confirmed cancellations: If the OPTAR recordskeeper decides to record the "AD CANC" on the List of Continued Cancellations that is kept in Holding File 2, that list must be annotated in the manner illustrated in figure 10-40.

Filing the AUOL: Processing of the AUOL must be completed within 20 days after the receipt of the listing aboard ship.

A Summary of AUOL: When processing an AUOL, refer to a checkoff list such as the one illustrated in figure 10-41.

REPORTING MATERIAL TRANSFERS

Each month the value of material transfers (excluding material turned into stores ashore for credit, and ship's fuel) to other operating force units and shore activities must be summarized in order to effect the necessary appropriation, subhead, operating budget,

REQUISITION/OPTAR LOG										FISCAL YEAR 1984			
										NAME OF AGENCY U.S.S. D'HARTE (DDP01)			
										PAGE NO 1			
DATE	DOC. NO.	STOCK NUMBER	DESCRIPTION	PH	SUPP ADDRESS OR DEPT.	QTY	UNITS	INCREASE OR DECREASE	ESTIMATED COST CHARGEABLE	DIFFERENCE		BALANCE	REMARKS
									E R	E R	OTHER		

4194 8021

NO RECEIPT - CATEGORY 1

4199 8029

NO RECEIPT - CATEGORY 1

4204 8053
4205 8054
4205 8055

4285
4280
4285

RECEIVED MORE THAN 60 DAYS BEFORE "PROCESSED" DATE - CATEGORY 3

4208 8064

4333

RECEIVED LESS THAN 60 DAYS BEFORE "PROCESSED" DATE - CATEGORY 2

4209 8066

4219

RECEIVED MORE THAN 60 DAYS BEFORE "PROCESSED" DATE - CATEGORY 3

09NP0091

Figure 10-39.-Processing an itemized unfilled order.

LIST OF CONFIRMED CANCELLATIONS						
DOCUMENT NUMBER	QUANTITY	U/I	VALUE CANCELED	FUND CODE	PARTIAL/TOTAL AD CANCEL	
R0050002050054	14	EA	\$154.00	KE		

HOLDING FILE #2
For Period Ending 20 August 1983.



09NP0092

Figure 10-40.-Listing of confirmed cancellations.

AGED UNFILLED ORDER CHECKOFF LIST

1. A Characteristic true of all administratively cancelled unfilled orders is that their corresponding requisitions were completed 60 days before the listing's "Processed" date.
2. The money value of "below threshold" administrative cancellations is refunded to the ship on a subsequent Summary Filled Order/Expenditure Listing the OPTAR balance is not immediately increased.
3. The money value of "above threshold" administrative cancellations increases the OPTAR balance immediately, in contrast to "below threshold" administrative cancellations.
4. The Aged Unfilled Order Listing must be processed within 10 days of its receipt aboard ship.

Figure 10-41.—Aged Unfilled Order processing checkoff list.

and cost accounting adjustments. The Summary of Material Receipts/expenditures, (NAVCOMPT Form 176) or automated format, is prepared and submitted by the 5th of each month following the month in which the transfers were made. An example of a prepared "Summary" is shown in figure 10-42.

A separate report must be made for each type summary explained in the following paragraphs. Each summary must be substantiated with the original or legible copy of each invoice (DD Form 1348, DD Form 1348-1, DD Form 1149, or detailed automated listing), grouped and taped by operating budget, unit identification code charged, and fund code.

SHIP'S MATERIAL AND COST TRANSFERS

The A and B Summaries apply to ship's material and cost transfers. The original summary with substantiating documents is submitted to the servicing DFAS.

The A Summary

The A Summary is used to effect funded (chargeable) adjustments between appropriations, subheads, and operating budgets. Or between operating budgets within an appropriation and subhead. The A

Summary credits are applied to the type commander by the DAO. Examples of transactions reportable on the A Summary are:

- Issues of chargeable-type ship's material to ships of other fleets (Service Designator Code differs), type commander (first position of fund code differs), or other Five Year Defense Program (third position of subhead differs).
- Issues of chargeable-type ship's material to an operating budget funding other requirements, such as aviation operations and maintenance.
- Transfer of the material cost of repairs of other vessels (ROV) from a tender, repair ship, or equivalent command to a ship which is assigned to a different fleet, and/or a different Five Year Defense Program.
- Transfer of the material cost of ROV performed for CNO area coordinators, sea frontier commands, and other activities.
- Material, services, or repair to ships funded under the Military Assistance Program.
- Transfer of ship's end-use material to a reimbursable work order.

SUMMARY OF MATERIAL RECEIPTS/EXPENDITURES

NAVCOMPT FORM 176 (Rev. 5-57)

TO: FLEET ACCOUNTING AND DISBURSING CENTER, ATLANTIC

0104-LF-700-2100

<p>FROM USS AMERICA (CV-66) UIC: V03366</p>	<p>MONTH/QUARTER ENDING 30 NOV 1983</p> <p><input type="checkbox"/> INTERSHIP TRANSFERS — "A" SUMMARY</p> <p><input type="checkbox"/> TRANSFERS TO OTHER SUPPLY OFFICERS — (Stores account)</p> <p><input type="checkbox"/> CHARGES TO ALLOTMENTS FOR MATERIAL ISSUED FROM — (Stores account)</p> <p>— STORES BALANCE SHEET CAPTION: (Stores account)</p> <p><input type="checkbox"/> RATION RECORD BALANCE SHEET CAPTION —</p>
REMARKS	

(A)	(B)	(C)	(D)	(E)	AMOUNT
<u>CHARGE</u>					
1781806.601S	53825	60951	V01771	MC	150.00
"	"	"	"	MC	15.00
				TOTAL	165.00
<u>CREDIT</u>					
1781804.602E	57012B	60951	V03366	DC	150.00
"	"	"	"	DR	15.00
				TOTAL	165.00
<p>APPROVED: <i>W.M. Bledsoe</i> W. M. BLEDSOE CDR, SC, USN 30 NOV 1983</p>					
GRAND TOTAL					

06NP0084

Figure 10-42.-The A Summary, NAVCOMPT Form 176.

The B Summary

The B Summary is used to effect statistical accounting adjustments (nonchargeable) between appropriation accounting classifications, including adjustments between unit identification codes. Examples of transactions reportable on the B Summary are:

- Issues of chargeable-type ship's material to ships of the same type command and Five Year Defense Program/budget activity. (Service Designator Code and first position of fund code on requisition and expenditure documents are the same.)
- Trasfer of the cost of material used in ROV performed for ships within the same fleet and

Five Year Defense Program of the tender, repair ship, or equivalent command.

- Type commander centrally procured material distributed to individual ships and units.

AVIATION MATERIAL AND COST TRANSFERS

Aviation material and cost transfer summaries are designated as the C and D Summaries. Only the C Summary has general shipboard applications. The original C Summary is submitted to the servicing DFAS with copies of the transfer documents.

The C Summary

The C Summary is used to effect adjustments between appropriations, subheads, and operating budgets, or between operating budgets within an appropriation and subhead. Generally, transactions reportable on the C Summary are issues and transfers of chargeable-type aviation material to ship's use.

PREPARATION OF SUMMARIES

Summaries are prepared by the transferring activity. The heading of the Summary of Material Receipts/Expenditures (NAVCOMPT Form 176) shows the submitting activity, accounting period covered, and the type of summary. Columnar entries are illustrated in figure 10-42.

EFFECT OF TRANSFERS ON THE OPTAR

When you receive material from other ships, you must determine whether the requisition will result in a charge to your ship's OPTAR.

Transfers of material between ships under the same TYCOM and Five Year Defense Program/Budget Activity do not reduce the OPTAR balance since this material has already been charged to the TYCOM operating budget at the time it was issued to the transferring ship. OPTAR adjustments may be authorized in these cases by the TYCOM, and if so, the procedures are contained in TYCOM instructions.

Transfers of material between ships under different TYCOMs or a different Five Year Defense Program/Budget Activity do result in a decrease in the OPTAR balance of the receiving ship. The A Summary serves to transfer the charge from the transferring ship's TYCOM to the receiving ship's TYCOM. The transfer does not result in an OPTAR increase for the transferring ship unless such an increase is specifically authorized by the TYCOM.

Credits

The accounting data creditable is entered below the chargeable data under column headings.

AUTOMATED SUPPLY

With the ever-increasing use of automatic data processing (ADP), it is inevitable that the Navy adapt as many of its tedious and time-consuming tasks as possible to automated procedures. In fact, the recording and reporting discussed in the preceding chapters can, to some degree, be accomplished by punched cards, magnetic tapes, and bar codes.

This chapter discusses the more common applications of automatic data processing with regard to supply procedures. You are not expected to become a Data Processing Technician, but since you will undoubtedly work with some form of automated supply during your time in the Navy, it is to your advantage to understand the principles involved. You will be concerned primarily with the Shipboard Uniform Automated Data Processing System (SUADPS), Shipboard Uniform Automated Data Processing System-Aviation (SUADPS-AV), and the Shipboard Nontechnical ADP Programs (SNAP I and II).

DATA PROCESSING TERMS

The growth of data processing has resulted in a vocabulary peculiar to that field. It is necessary that you understand a few of the basic terms as you study this chapter.

EAM—Electric Accounting Machine has the capability to perform specific jobs. Each operation must be controlled by an Operator. The machine reads input from punched cards, performs arithmetic computations much like a desk calculator, and produces output in the form of listings and/or punched cards.

EDP—Electronic Data Processing uses electronic circuitry (computers) to accept input from punched cards, magnetic tapes, scanners, or typewriter keyboards. They perform computations at very high speeds, store and retrieve data, and produce output in the form of punched cards, listings, and/or magnetic tapes.

ADP—Automatic Data Processing is a term for electronic data processing. Actually it is more inclusive, covering both EDP and EAM. Current emphasis is on computerized equipment. With the use of optical scanners it is possible to have an ADP system

without the use of punched cards. However, you should understand that ADP can and does include both.

BAR CODE—A bar code, called 3-of-9, can be read by a scanner and is used in ADP. This code is similar to the Universal Product Code (UPC) used on grocery items. However, unlike the UPC, 3-of-9 can represent more than just numbers. Figure 11-1 is an example of a bar code label for an NSN.

INPUT—The data that is fed into an automated system.

OUTPUT—The end result of input and machine instructions that is produced in usable form (cads, printouts, etc.).

All EAM/ADP operations must be covered by detailed, step-by-step instructions to achieve the desired results. The instructions for EAM operations are referred to as PROCEDURES. They are divided into separate steps that an operator must apply to each machine by the use of a wired control panel. The instructions for an ADP processing operation are called a PROGRAM and may consist of a great many steps that are performed automatically in sequence. EAM procedures are printed instructions to the operator. The ADP program is coded instructions to the computer.

THE PUNCHED CARD

Many automated procedures make use of punched cards. Figure 11-2 shows an example of a standard 80-column card and how the punch locations are used to record data. Most of the cards you use will not look like this one; e.g., the DD Form 1348m. They may be

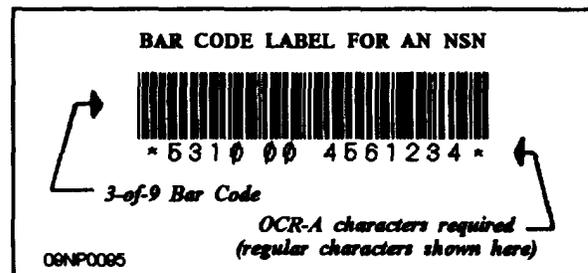


Figure 11-1.—Example of a bar code label for an NSN.

printed in many formats to provide blocks for entering information by pen or typewriter that is later punched into the card on the keypunch. It is not necessary for you to learn the punch codes since most cards will be "punched and interpreted." That is, in addition to the data punched into the card, the same information is printed (interpreted) along the top of the card in one or two lines. The character may be printed directly above the punch or may be placed in any position depending upon the machine being used.

Most cards have either the top left or top right corner cut, although any corner may be cut. The card in figure 11-2 has the left corner cut. This corner cut provides a visual means to identify a type of card and to make sure that all cards are facing in the same direction and are right side up. It may also serve as a signal to a machine as they are being processed.

To make effective use of the punched card, much of the information is converted to codes. This is necessary since the card contains only 80 columns. Only one character can be placed in each column. In studying the chapter on the Military Standard Requisitioning and Issue Procedures (MILSTRIP), you saw how codes are used to convey a great amount of information on the DD Form 1348.

By converting the requisition information to a keypunched card, it can then be used to reproduce other cards for accounting, stock receipt, and requisition status file. The supplying activity can use the punched requisition to determine stock availability, prepare the

invoice, update stock records, and perform financial accounting.

A punched card becomes a permanent record that may be used for many purposes and used many times. For this reason they should be handled with care since a crease or rolled edge can jam a machine and delay a job while a new card is prepared.

3-OF-9 BAR CODE

The 3-of-9 barcode is described in MIL-STD 1189, Standard Symbology for Making Unit Packs, Outer Containers, and Selected Documents. The code uses various arrangements of 5 bars and 4 spaces (hence the 9) of which 3 are wide (the 3) to represent any of 43 different characters. The digits 0-9, the letters A-Z, 6 special characters (/ . + % \$), and a blank space can be encoded by the 3-of-9. In addition to the barcode, MIL-STD 1189 requires OCR-A characters to appear above or below the bar codes. An example is shown in figure 11-3.

This code is read by electronic devices called scanners. These scanners have a hand held wand or light pen that is passed over the 3-of-9 bar code, either left to right or right to left. There are both stationary and portable scanners available. These scanners are very sensitive to the variations in the light and dark areas. The bar code data element can be as long as 32 characters with a start/stop mark (an asterisk) and a clear or blank space at both ends. The 3-of-9 bar code is self-checking—it must contain an exact number of

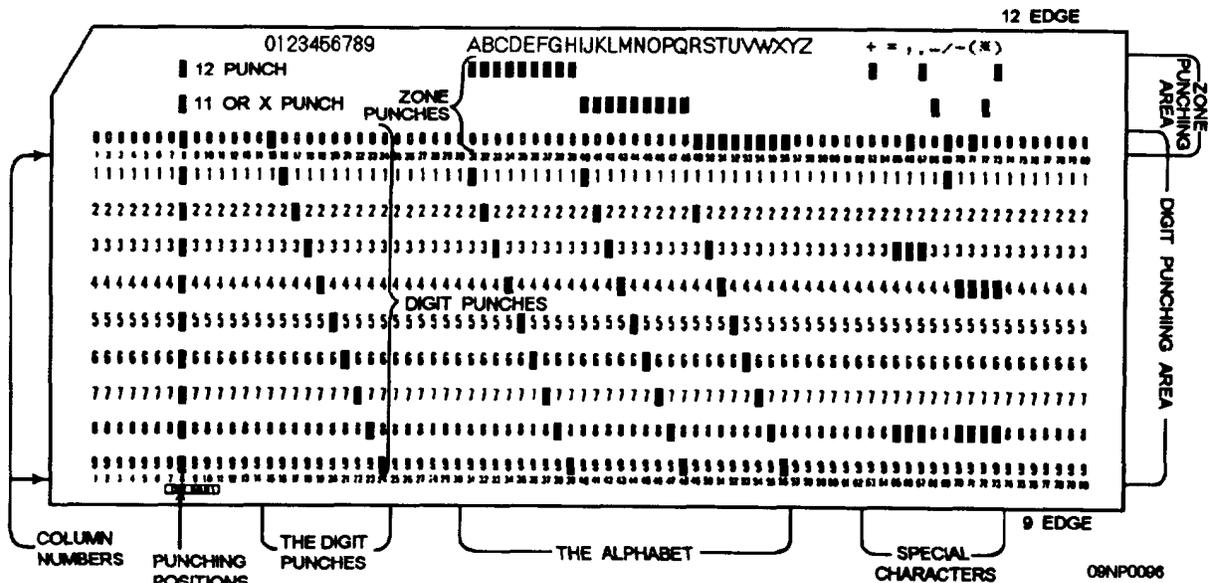


Figure 11-2.-Example of a standard 80-column punched card.

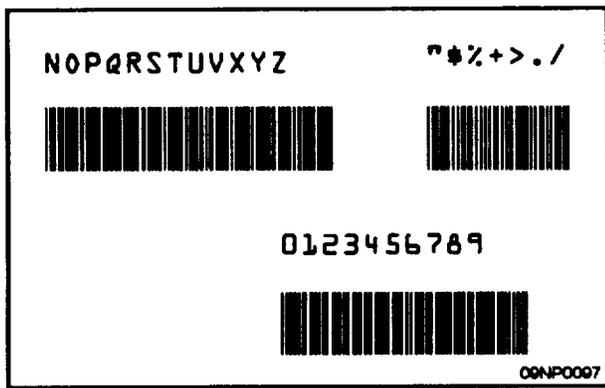


Figure 11-3.—Example of a 3-of-9 bar code arrangements.

spaces when a given number of bars are read and vice versa. If the scanner reads an incorrect number of bars for the number of spaces read (or vice versa) or if the read data element is not begun and ended with a start/stop mark, then a “no-read” condition exists. With a good quality marking, the first read rate is near 100% and the character substitution (misread) rate is less than 1 error per 6,000,000 characters read. However, less than desired printing quality or label condition will degrade the first read rate, while the character substitution rate will be affected only slightly.

Our computers today depend on us to manually input data into a device that converts information into a machine acceptable form-punched cards, magnetic tapes, or electric signals from a terminal. As we have all experienced, manual input is prone to error and speed is limited to a person’s manual dexterity. Bar code data can be scanned and converted accurately into computer usable form without manual keying.

BAR CODE APPLICATIONS

From the moment material first enters the supply system until it is issued, these bar codes can be scanned to provide key data for a variety of applications such as

Location Survey—Presently, the Uniform Automatic Data Processing System-Stock Point system (UADPS-SP) produces a tape with the location to be surveyed and each stock number that is supposed to be in that location. This tape is converted to cards. The warehouseman uses these cards to go to the location, check material in the bin, and handwrite corrections on the cards. The cards are returned for keypunching. The punched cards are then converted to tape which is used to update the Master Stock Item Record (MSIR).

With the locations labeled with their number in bar code and a portable scanner, cards are eliminated. The scanner would be loaded with images from the UADPS-SP tape. The warehouseman is prompted by the scanner to go to a particular location. The warehouseman confirms he is at the right place by scanning the location bar code label. The scanner then displays what stock number should be in the bin, its condition code, shelf-life, etc. The warehouseman validates this information, makes corrections on the scanner’s keyboard, and inputs any stock number in the location which is not shown on the scanner. These scanners have up to 60,000 character memories so the warehouseman can survey a number of locations. When the warehouseman is done, the scanner’s information is converted into a tape which updates the MSIR.

Physical Inventory—To conduct a physical inventory, portable scanners are used in a way similar to a location survey. The locations and items to be inventoried are loaded into the scanner, the items inventoried, and the scanner’s data passed to the main computer. As more and more incoming material is bar coded, the warehouseman will be able to scan the bar code label with the stock number on the item’s box rather than write it down or key it into a scanner.

Material Receiving—Scanning light pens attached to a video terminal will be used to obtain the stock number and contract number off the incoming outer container. With these two pieces of data, the computer system will retrieve other pertinent information about a receipt from the Due-In File. The receiving personnel can input quantity received and be told where this item should be stored. The capability to print a barcode label for those items received without labels will also be available.

AUTOMATIC DATA PROCESSING

One of the most significant characteristics of automatic data processing (ADP) is that a complete series of operations can be planned. The machine can then be directed to carry them out without further human intervention.

An ADP installation which includes several individual equipments is usually called a **SYSTEM**. The system must be able to accomplish four fundamental functions.

- Accept data
- Accept instructions

- Execute instructions
- Display results

To do this, the system is made up of input, control, storage, processing, and output sections.

ADP must have accurate input in order to produce usable output. It is in these areas that you, as a Storekeeper, are most likely to work. Storekeepers prepare most of the forms that are used as input and make use of the output in reviewing supply operations and preparing reports.

SHIPBOARD UNIFORM AUTOMATED DATA PROCESSING SYSTEM

The Shipboard Uniform Automated Data Processing System (SUADPS) serves as a good example of ADP systems used aboard ship. This ADP system is currently in use aboard carriers, tenders, AFSs, and repair ships. The system consists of a computer, an operating system, applications programs, and clerical procedures.

The SUADPS was designed to satisfy afloat supply and accounting requirements through maximum automation of routine functions and at the same time provide a wide range of options that can be exercised at the shipboard level. All major files are maintained on magnetic tape, thus greatly reducing manual filing. Input is introduced to the system via the media of punched cards or magnetic tapes and now input from scanners may become possible. The computer system updates the appropriate magnetic tape files through a series of computer runs to reflect quantitative and monetary changes occasioned by the transactions processed. The computer produces outputs reflecting inventory balances, replenishment position, financial and accounting data historical data and exception data requiring supply personnel attention.

EQUIPMENT

Shipboard ADP equipment that comprises the SUADPS is identified by both a military designation and a civilian designation. The complete computer system, consists of the components listed below, and carries the military designation AN/UYK-5(V). It is also commonly known by its civilian designation U-1500. When referring to the entire system or individual components in military communications, it is correct to use the military designation.

The following equipments comprise the AN/UYK-5(V) computer system:

- CPU—The central processing point of a computer system. Electronically gathers the input data and produces output.
- MAGNETIC TAPE UNIT—A high-speed input and output device for the CPU.
- INPUT/OUTPUT TELETYPEWRITER—A low-speed input/output device for operator communication with the computer.
- CARD READER-PUNCH-INTERPRETER (CPRI)—Provides the required capability to read, punch, and interpret EAM cards.
- HIGH-SPEED PRINTER—Primary means of providing printed output from the system.

SUPPORT EQUIPMENT

In addition to the primary AN/UYK-5(V) computer components for processing of data, the source documents (input) must be provided by keypunches and verifiers. In some instances interpreters and card sorters are required for off-line or auxiliary jobs (small things not controlled by the computer). This equipment is designated as support equipment. The information contained here is intended to familiarize you with the characteristics and purposes of the various types of support equipment and not to qualify you as an operator.

SYSTEM FILES

The SUADPS is a uniform system among the various ship types (SUADPS-207 and SUADPS-AV (207)) in that common routine functions are performed the same manner, and the AN/UYK-5(V) (U-1500) computer system is used by all. There are three basic types of files maintained in the SUADPS: (1) tape files, (2) manual files and (3) output files. However, system file names vary among the different ships. Certain magnetic tape files which are maintained in both SUADPS-207 (AD/AR, AS, AFS) and SUADPS-AV (207) (CVs, CVNs, LPHs, MAGs) segments are described below.

Master Record File

The Master Record File (MRF) is a tape/drum file maintained for each item stocked or demanded on board ship and contains data required for the management of the item. Records are maintained on "not carried" items in order to read demand, frequency, and dues. The information in the basic MRP record is augmented by five types of subrecords containing additional information. A printout of an MRF record may be

obtained by input of a stock number inquiry (document identifier X90). The data in the MRF is kept current by the application of transactions during update processing and by the application of change notice actions.

Requisition Record File

The Requisition Record (RQN) File is an active file containing records for outstanding and completed requisitions originated by or for the ship. Completed requisitions may be removed from the RQN File by using the Requisition History File Process (RHISP) utility. RHISP will strip completed requisitions from the current requisition file and add them to the Requisition History File (RI-IF). Each requisition record consists of the card images of all status, follow up, and receipt transactions processed under the particular document number. Change notice actions which apply to the MRF also apply to the RQN File and become subrecords where applicable. A requisition record is initially established at the time a requisition document identifier (DI) (e.g. A0A) is processed in an update. The computer rejects any attempt to establish duplicate document numbers. The computer program allows a maximum of 32 subrecords for each requisition. A printout of a RQN record and related information may be obtained by input of a document number inquiry (DI X90).

Numbers File

The Numbers (NBR) File is a history file which contains a record of stock number changes and cross-reference data. Stock number changes are automatically recorded in the NBR File at the time change notice is processed. Records are contained in this file cross-referencing the following:

- 1—New NSN to old NSN and vice versa
- 2 —Part number (exceeding 15 positions) to local stock number and vice versa
- 3—New part number to old part number and vice versa
- 4—NSN to description and vice versa
- 5 —Part number to description and vice versa
- 6 —Local stock number to description and vice versa

Inquiry into the NBR File may be made by a Numbers File Inquiry (DI X90). A numbers inquiry will produce a listing of the basic numbers record and all related cross-reference subrecords. DI 082 may be used to

obtain a complete printout of the Numbers/Cross-Reference Listing.

Financial Master File

The Financial Master File (FMF) is a series of tables and counters that generally correspond to financial reports and records. These tables are posted during update processing. The reports are produced from the computer as required by stock control personnel.

Maintenance Data Collection File

The objective of the Maintenance Data Collection System (MDCS) is the collection and reporting of maintenance-related data into the 3-M Systems by the use of a TDA91 tape. Equipment maintenance information (job control number, equipment identification number, etc.) is obtained from the supply documents for reporting into the 3-M Systems. This information is obtained from the following maintenance-related documents:

1. Issue documents
2. DTO requisitions
3. Receipts
4. Departmental turn-ins
5. AB , AS , and AE supply cancellation status

The only tape file in the system is the Maintenance Data Collection (MDC) File. The Maintenance-Related Transaction (MRT) in the MDCS is the same as the Transaction Tape (TRN) in the supply system. The MDC File contains data collected by the system and subsequently output as TDA91 tape.

MANUAL FILES

Manual files provide control over transactions which have not been completed. They are also a point of assembly for transactions which are to be processed, and they provide various system users with history or reference files on completed transactions. These files are explained below.

Keypunch Assembly File

The Keypunch Assembly File consists of source documents which are to be sent to Data Processing for keypunching. This file is maintained in the Stock Control Division. The documents are assembled in

document identifier batches and logged in a Control Log before being sent to keypunch.

Stock Control History File

The Stock Control History File contains all source documents which have been used as a basis for keypunching cards to update files. Included in this file are all transactions originating at the shipboard level; such as issues, off-line requisitions, changes to the Master Record File, local change notices, and copies of receipt documents. The file is maintained by the Stock Control Division in document identifier sequence within the Julian date processed.

Update File

The Update File consists of all locally keypunched cards, plus any system-generated cards which are to be processed during update. An Update File is maintained by the Stock Control Division until an update is desired, at which time the file is sent to the System Coordinator, who requests an update from Data Processing.

Data Processing History File

The Data Processing History file consists of all computer-generated or manually keypunched documents that have been used to update files. These cards are placed in this file according to the Julian date processed and will be maintained for 120 days. This file can also be maintained on magnetic tape.

Request for Data Processing Service Files

For control purposes, the System Coordinator must maintain an outstanding and completed Request for Data Processing Service File. The Request for Data Processing Services Form, which Stock Control submits to the System Coordinator, can serve as this file.

Bearer Suspense File

The Bearer Suspense File contains the retained copies of DD Form 1348 manual requisition packages which have been prepared off-line and sent to SERVMART or sent as bearer pickup requisitions (which are normally expected to be completed within a 24-hour period) to supply activities. The file is maintained in the Stock Control Division in order to monitor the return of receipt documents. After receipt of the material, the control copies are destroyed.

Receipt Takeup Card File

At the time stock requisitions are prepared by the computer during automatic reorder or when stock and direct turnover (DTO) requisitions are prepared off-line, an additional DD Form 1348m card is generated. This additional card is known as a "receipt takeup card." As receipt takeup cards are generated, they are filed in document number sequence or in a separate document number sequence for DTO and stock. As receipt documents are received, Stock Control personnel match the receipt document with the receipt takeup card. If no difference exists between the two documents, the receipt takeup card is placed in the Update File. If differences exist between the two documents, the receipt takeup card must be connected to agree with the receipt document and then placed in the Update File.

Mandatory Turn-in Repairable Control Cards

To ensure the turn-in of repairable items, the computer creates a Mandatory Turn-in Repairable Control Card whenever an issue or DTO receipt is processed against a stock record with material control code of D, E, G, H, Q, or X. The monitoring of mandatory turn-in items and the preparation of documents to turn the items in to ashore supply activities is a responsibility of the Supply Support Center (SSC).

OUTPUT FILES

The purpose of the Output Files is to provide the ship with a complete history of all transactions affecting stock or financial records. These files are explained below.

Transaction Ledger

The Transaction Ledger reports a history of all transactions processed successfully through the computer. The listings provide an audit trail for reconstructing actions that have taken place in the event that other files are destroyed, or when research is required. The Transaction Ledger contains any entry for each stock record affected by the particular update and is printed in National Item Identification Number (NIIN) sequence within record-type code. The top line of each entry reflects the stock record as it was at the beginning of the update. Immediately under this line, transitions are listed that were posted to the stock

record during the update. The final line of each entry Effects the updated stock record after all transactions have been posted. The Transactions Ledger should be maintained on file for approximately 1 year, or longer at the discretion of the supply officer.

Transaction Error Listing

The Transaction Error Listing contains transactions that could not be processed because of errors. Transactions appearing on the listing must be corrected and reinput since they do not appear on the Transaction Ledger and the computer maintains no record of them. The Transaction Error Listing represents an important part of the ship's audit trail and should be maintained on file for approximately the same time period as the Transaction Ledger.

Suspended Transaction Listing

The Suspended Transaction Listing contains transactions that do not have invalid fields or data elements, but that could not be processed because of certain conditions that exist in the stock records. The suspended transaction will appear on the Suspended Transaction Listing for a maximum of 15 updates. If the conditions are not corrected within the 15-update period, the transaction is deleted from the Suspended Transaction Listing and appears on the Transaction Error Listing. This listing should be retained for the same time period as the two previously discussed.

Information Listing

The Information Listing contains transactions that should be reviewed. In certain situations action may be required. It is also used as a management aid in that transactions worthy of the attention of the supply officer are flagged.

Transaction Error Message Key Number Summary Report

This report consists of transactions by DI and Mark Number (MKNR) that could not be processed because of error(s). From this report, the supply officer can determine what errors are being made and the possible causes.

Master Stock Status and Locator Listing

The Master Stock Status and Locator Listing (MSSLL) is a periodic printout of certain essential data

elements from each stock record in the MRF. A supplemental MSSLL is produced automatically after each update (except when processing with the FASTRAND drum) and contains current data on all stock numbers affected since the last complete MSSLL was produced.

SYSTEM OPERATION

As stated, master files in the U-1500 system are maintained on magnetic tape and are kept current through a daily, weekly, or monthly updating. This updating is a commercial-type processing in that data from input transactions (on cards, tapes, or scanners) are processed sequentially against records in a master file. These records are changed or updated by the applicable transaction and a new master file is created. Processing (or updating) is done on an exception basis in that any transaction or record that contains a detectable error is rejected from processing and is output to a printed error listing and/or an error card. No note is made of acceptable records that are processed. Within the system, inputs are called transitions, and each contains a three-character document identifier (DI) that identifies a particular type of transaction; e.g., a requisition, a receipt, or an issue. The computer is programmed to recognize these DIs and to process the transaction against the proper stock and financial records. All inputs or outputs in the system use the standard MILSTRIP/MILSTRAP document identifiers, where applicable.

ISSUES

Issues are made on the DD Form 1348 instead of the NAVSUP Form 1250-1 discussed previously. A DD Form 1348m prepared for use as an internal issue document is shown in figure 11-4. The same information must be shown on the DD Form 1348 as is required on the NAVSUP Form 1250-1 although preprinted blocks are not provided for this purpose. The data element titles in blocks L, M, N, P, R, and U of the DD Form 1348m in figure 11-5 have been placed on the form for easier identification.

The DD Form 1348 is processed much in the same manner as the NAVSUP Form 1250-1. They are first checked by SSC personnel to make sure that the mandatory data elements are present and legible for the type of action to be taken (e.g., issue, or DTO procurement). In addition, SSC personnel must make sure that the mandatory 3-M data elements described and shown in figure 11-4 are present when applicable. Write the location of the material on the back of the

SEND TO:										REQUISITION IS FROM:									
A										B									
C										D									
E										F									
G										H									
I										J									
K										L									
M										N									
O										P									
Q										R									
S										T									
U										V									
W										X									
Y										Z									

FORM 1348 (REV. 1 MAR 74)

DO NOT WRITE IN THESE SPACES

USE TYPEWRITER OR BALL POINT PEN TO ASSURE LEGIBILITY ON ALL COPIES

86NPO181

Figure 11-4.—The DD Form 1348 for use as an internal issue document.

request document and direct the customer to the appropriate storeroom. On occasion, verbal requests are received and SSC personnel must prepare the DD Form 1348. The required data elements are described in NAVSUP Publications 519 and 522. The NAVSUP P-519 contains procedures for SUADPS-AV (207). The NAVSUP P-522 contains procedures for SUADPS-207.

Document numbers are assigned differently than on the NAVSUP Form 1250-1. The first two characters of the serial number are assigned to each shipboard organizational segment that is authorized to initiate requests. In Card Columns 40-41 of figure 11-4, "35" has been assigned to the OE division of the operations department and the two characters in Card Columns 42-43 represent the number of requests from the originator on a certain Julian date, in this case, 01, meaning the first request for Julian date 3033. Each originator may issue no more than 99 requests on a single day, otherwise there would be duplicate document numbers.

Stock replenishment requisitions are assigned serial numbers in the 0001-1999 series. Blocks of serial numbers beginning at 2000 maybe assigned to various shipboard departments and/or to specific commodities of material. The 9700-9999 series are reserved for ship's store use. Serial numbers in requisitions for food items must include "9" in Card Column 40 and the applicable alphanumeric subsistence item code in Card Columns 41-43. Thus, the first character of the serial number aids in the distribution of the material since the receiving

Storekeeper is immediately able to identify DTO material and further, to identify who is to receive it.

STOCK RECORD UPDATE

As you know, all transactions are not issues. Receipts, transfers, and surveys also affect stock balances. Since most of them are covered by paperwork other than punched cards, some means must be available to feed the information to the machines. This is accomplished by input transaction cards coded with document identified or scanners.

Document identifiers classify each transaction as a receipt or expenditure or as an action that does not affect the stock balance such as an increase or decrease to "due" (outstanding requisition). Caption codes further classify the actions according to the captions appearing on financial reports. These codes are contained in the automated procedures for your ship.

If required, transaction cards are keypunched as they are received in the machine room. The update is accomplished by converting the transaction cards to a second tape and then applying the transaction tape to the master tape.

SHIPBOARD NONTECHNICAL ADP PROGRAM

Shipboard Nontechnical ADP Program (SNAP II) is a nontechnical administrative/management supply system which is due to play an increasingly important role in afloat Navy supply system operations.

SNAP II Software

The function of the SNAP II system is to provide automated administrative support to fleet ships through the following SNAP II applications software/files:

- Supply Interim Release (SIR/Supply and Financial Management (SFM) Subsystem
- System Management Subsystem (SMS)
- Maintenance Data Subsystem (MIX)
- Administrative Data Management (ADM) Subsystem

The SIR/SFM provides the primary SNAP II software/files that supports both the Navy Afloat Supply System and Supply Organization. System management and system service tasks, in support of other functional (i.e., SIR/SFM) subsystems, are performed by the SMS software/files.

SNAP II Automated Data Processing Equipment

The Automated Data Processing Equipment (ADPE) that provides the mechanical means to operate the SNAP II system consists of the following:

1. AN/UYK-62(V) (H-300) computer
2. Mass Storage Subsystem
3. Communications Subsystem
4. Printer Subsystem
5. Input/Output Subsystem

OPERATION

As a nontechnical administrative/management supply system, SNAP II manning is not concerned with manning of watch stations at various conditions of readiness. The operators of SNAP II remote terminals are not computer experts. Operators are "customers" of the services the computer system provides (e.g., supply and fiscal data). The only skills required beyond those needed in their rating (e.g., Storekeeper Second (SK2)) are the skills necessary to gain a periodic access to the system, query the system for data, and to terminate their access. Since the data to be handled by the terminals are rating related, the SK user should receive onboard training on supply department SNAP II operations.

FINANCIAL RECORDS AND REPORTS

The accounting performed on automated ships differs in some aspects from that on nonautomated ships. This difference is primarily in recording OPTAR

charges and depends on whether the automated ship is a nonstock-funded or stock-funded ship.

STOCK-FUNDED SHIP

Stock-funded ships include tenders and repair ships (class 207 accounting) and fleet-issue ships (class 224 accounting). On these ships, the inventory is carried in the Navy Stock Account (NSA) and has not been charged to the ships' OPTAR. The requirements for class 207 and class 224 accounting are not covered in this text except as they pertain to OPTAR accounting and inventory control.

Stock replenishment requisitions are not charged to the OPTAR but are accounted for as transfers between supply officers within the Navy Stock Account.

The same OPTAR and budget records discussed before are maintained. However, they are posted from the data accumulated on the FMF mentioned earlier in the chapter. Issue requests submitted on DD Form 1348 result in either an issue or a DTO requisition. As the DD Forms 1348 are processed, the financial data, representing expenditures or obligations as appropriate, are transferred to the FMF. The Departmental Budget Report which lists the totals of expenditures and obligations by departments and a grand total of all expenditures and obligations is prepared from this tape.

The total of all expenditures is posted to the Departmental Budget Report and the balance of the OPTAR is reduced. The expenditures and obligations are posted separately to the Divisional Budget Report. When DTO material is received, the obligation is converted to an expenditure and is listed on the next posting report.

The machine room again makes use of the FMF to prepare machine listings to support the monthly NSA stores returns. This includes preparation of necessary summaries. You are, in effect summarizing your own ship for all NSA material consumed for the month as well as summarizing transfers to other ships.

The listings (with cards) that were discussed earlier are received from Defense Finance Accounting System (DFAS). They are:

- Unmatched expenditure listing (monthly)
- Aged unfilled order listing (quarterly)
- Filled order/expenditure/difference listing (monthly)

The listings must be reviewed and any corrections annotated thereon and returned to DFAS.

CHAPTER 12

MAINTENANCE AND MATERIAL MANAGEMENT SYSTEMS

The Standard Navy Maintenance and Material Management Systems (3-M) was developed to meet the need for a more effective means of recording, reporting, and evaluating the maintenance requirements of the fleet. In the past, most maintenance work was recorded only in the shipboard logs. Although some reports were required for failures of specified electronic equipment systems and components, material commands had no way of knowing if maintenance was being performed on equipment under their cognizance. There was also a lack of financial information. There was no effective way of determining what part of the ship's operating target (OPTAR) was being spent for repair parts and how much for consumable material.

These needs were partially met by using different fund codes for the different classifications of material. For example, Equipage, Repair parts, and Consumables. Commands were then able to evaluate OPTAR usage. It was not until the advent of the Maintenance Data System (MDS) that cognizant commands could determine where maintenance man-hours and materials were being used and thereby evaluate the performance of equipment.

While 3-M and MDS are primarily the responsibility of other departments supply does have a definite part in making MDS work. This chapter discusses the general concept of the shipboard 3-M Systems and your responsibility in the overall effectiveness of the program.

THE 3-M SYSTEMS

Each year, newly developed equipments requiring highly specialized maintenance are installed aboard the Navy's ships. The maintenance requirements for an electric motor or a circulating pump are relatively few and simple. This is because of simplicity of design, a small number of moving parts, and the fact that several person may be qualified to perform the maintenance work. This is not the case for automatic engineering controls or the computers used for the control or missile guidance systems. To perform properly, these control systems must react immediately and accurately to changing conditions. The 3-M systems endeavor to

substitute preventive maintenance for corrective maintenance, thus reducing equipment malfunction and downtime.

Proper evaluation of equipment cannot be based only on planned exercises when all possible preparations are made ahead of time. The 3-M systems provide a means of continuously reporting maintenance actions, equipment downtime, repair parts used, and the maintenance personnel required to perform the work, (Equipment downtime is the amount of time an equipment is inoperable due to performance of maintenance, lack of repair parts to fix it, or repair is beyond the capability of ship's personnel.) The 3-M systems is not limited to complex systems. It is equally applicable to, and effective for all types of shipboard equipment.

The ship's 3-M systems consist of the following systems designed for maintenance management

- PMS (Planned Maintenance System)
 - Inactive Equipment Maintenance (IEM)
- MDS (Maintenance Data System)
 - AMS (Alteration Management System)
 - IMMS (Intermediate Maintenance Activity Maintenance Management System)

The scope of these systems of most importance to the SK3 and SK2 is described in the following subparagraphs.

PLANNED MAINTENANCE SYSTEM

The Planned Maintenance System (PMS) was developed after extensive research on various types of equipment to determine for each equipment all maintenance actions required. This includes the frequency of performance, procedures for performing the maintenance, and the skill level (rate) required to accomplish the work. Also the tools and materials needed to do the job, normal time required, and safety precautions to be observed. The system provides planning and scheduling information to the departments heads, division officers, and maintenance

personnel. Thus, they are able to schedule routine maintenance for underway or inport periods- whichever is the best time to accomplish the maintenance.

OPNAVINST 4790.4 contains thorough coverage of the 3-M Systems from a maintenance management point of view. The 3-M systems also includes material management by providing information as to how the Navy is using both its material and man-power.

MAINTENANCE DATA SYSTEM

The Maintenance Data System (MDS) provides a means of recording information on maintenance actions that have been taken. Each action is documented on a Maintenance Data Form.

Any data collection system must have some means of sorting and classifying information. If you were handed a stack of stock record cards and told to sort them, you would also have to be told what kind of a sort was needed before you could proceed. These sorts include putting them in national stock number (NSN) or national item identification number (NIIN) sequence; separating them by cognizance or location; removing all cards with excess stock or removing all cards showing outstanding requisitions. Certain items of information that must be shown on the OPNAV Form 4790/2K and on issue documents provide this means of classification.

All material that is consumed in support of a maintenance action must be reported. In most cases,

repair parts will be drawn from supply storerooms or ordered through supply. The request documents must contain all data elements necessary for MDS processing. Figure 12-1 shows a NAVSUP Form 1250-1 used for this purpose. The various elements of MDS data are explained in OPNAVINST 4790.4.

SUPPLY RESPONSIBILITY FOR MDS

Supply responsibilities for the proper functioning of the 3-M systems involve:

1. Issuing the material required to accomplish the necessary maintenance actions, and
2. Making sure that issue documents are correctly prepared.

The Supply Support Center (SSC) is the logical place to make sure that the request document is completely and accurately prepared. The SSC is the first to receive requests submitted by maintenance department representatives. It is far better to require complete data when the request is received than to make an issue on an incomplete document and then try to obtain the missing information.

The issue documents, DD Form 1348 or NAVSUP Form 1250-1, have previously been discussed as they pertained to material expenditure. See figure 12-2.

Equipment Identification Code

The equipment identification code (EIC) is a seven-digit alphanumeric code that identifies a specific

1. REQ. DATE 8196		2. DEPT NO 0692		3. URGY B		4. RDD 8206		5. LOCATION		6. RM		7. ISSUE DATE		8. NEON QTY		9. NEON NO	
8. NOUN NAME OR REF SYM FUSE				9. PPR		10. APVA/E/C/D 01689426				11. INV BY		12. N/C		C. OBL AMT		D. POSTED	
13. UIC										14. EIC		17. BOUT COSAL SUPPLY		E. LIBG		MART	
15. V051520E012000P31R000										YES <input checked="" type="checkbox"/>		NO <input type="checkbox"/>					
18. SC		19. CCG		20. MCC		21. C		22. E		23. F		24. G		25. H		26. I	
J9N		592000		1604895		EA0002		28. QUANTITY		29. UNIT PRICE		27. EXTENDED PRICE		28. FUND			
29. REMARKS										30. APPROVED BY		31. RECEIVED BY					
11		12		13		14		15		16		17		18		19	
DOC IDENT		RTG IDENT		M		S		E		BVC		UIC		JUL DATE		SERIAL	
DOCUMENT NUMBER										D		S		V		C	
SUPPL ADDRESS		FUND		DIST		PROJ		PR		RDD		ADV					

Figure 12-1.-MDS on NAVSUP Form 1250-1.

DOC. SYMB.	QUANTITY	REQUISITION IS FROM	STOCK NUMBER	UNIT OF ISSUE	QUANTITY
SEND TO:		REQUISITION IS FROM:			
A		B			
C		D			
E		F			
G		H			
I		J			
K		L			
M		N			
O		P			
Q		R			
S		T			
U		V			

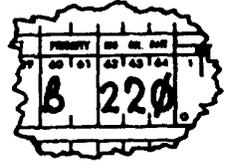
Handwritten entries on form:
 STOCK NUMBER: 3110001566846
 UNIT OF ISSUE: EA00001
 REMARKS: R04667 OF01 0326
 ZQ01170 016160013
 BEARING

CARD COLUMN

DATA TO BE SHOWN WHEN MATERIAL ISSUED FROM STOCK.

- 8-22 NSN AND SMIC WHEN APPLICABLE.
- 23-29 UNIT OF ISSUE AND QUANTITY.
NOTE: ONLY A QUANTITY OF ONE MAY BE ORDERED WHEN A REFERENCE/CIRCUIT SYMBOL IS SHOWN IN BLOCK U.
- 36-43 JULIAN DATE THAT THE REQUEST IS SUBMITTED, AND SERIAL NUMBER.
- L-M-N JOB CONTROL NUMBER. THIS CONSISTS OF THE UIC OF THE USING SHIP (block L), THE WORK CENTER CODE IDENTIFYING THE SHOP PERFORMING THE REPAIR WORK (block M), AND THE JOB SEQUENCE NUMBER (block N).
- P ENTER THE APPLICABLE FOUR-CHARACTER EQUIPMENT IDENTIFICATION CODE FROM THE EIC MASTER INDEX.
- Q ENTER "FPR" IF THE REQUESTED ITEM IS CONSIDERED TO BE A *failed* PART. OTHERWISE, LEAVE BLANK.
- R-S ALLOWANCE PARTS LIST/ALLOWANCE EQUIPAGE LIST FOR THE EQUIPMENT/COMPONENT BEING WORKED ON.
- U REFERENCE/CIRCUIT SYMBOL FOR ELECTRONICS AND ORDNANCE PARTS. NOUN NAME FOR OTHER MATERIALS.

WHEN REQUESTED MATERIAL IS N/C OR NIS.



- 60-61 URGENCY OF NEED. THESE CODES ARE LISTED AND DESCRIBED IN CHAPTER 6.
- 62-64 REQUIRED DELIVERY DATE. JULIAN DATE ASSIGNED WHEN MATERIAL IS ESSENTIAL TO COMPLETE REPAIRS PRIOR TO SHIP'S OPERATIONS AND REGULARLY ASSIGNED PRIORITY WOULD NOT ENSURE DELIVERY BY THE REQUIRED DATE.
NOTE: ENTRIES IN CARD COLUMNS 60 THROUGH 64 MUST BE MADE BY PERSONS DESIGNATED BY THE HEADS OF THE REQUESTING DEPARTMENTS.

09NP0089

Figure 12-2.-MDS entries on DD Form 1348

hardware item from the highest to the lowest level. That is system to the component/subassembly level. These codes are designed to provide a description of the functional and physical relationships of the various elements within a given hardware application rather than to design and/or manufacturer's differences.

Allowance Parts List/Allowance Equipage List Number

The Allowance Parts List/Allowance Equipage List (APL/AEL) number identifies a specific item of equipment. NOTE: Both the EIC and APL/AEL numbers are necessary to provide complete identification. For example, two identical electric motors are installed in a water cooler and a refrigerator. If maintenance is performed on both of these motors, the MDS report will identify the specific motor by the APL number and the system in which it is installed by the EIC number. In this case, the APL number is the same for both, but each has a different EIC. The above example could be reversed. Two different motors could be installed in one system, such as the ventilation system. In this case, the MDS forms would show the same EIC number but different APL numbers.

Ship's UIC

The ship's unit identification code (UIC) identifies each maintenance action to the ship on which, or for which it was performed. After the MDS forms are prepared on the ship, they are submitted to the TYCOM Data Processing Facility for processing and positive ship identification must be provided. Work that is performed by a tender or repair ship must show the receiving ship's UIC so that the maintenance data can be identified to the proper ship.

Let's look at some ways that this MDS information can be used.

- By sorting MDS data by UIC, the total maintenance cost and man-hours can be determined for each ship. Commands can use this data in budgetary and manning-level planning.
- By sorting MDS data by EIC, the maintenance cost for each system, subsystem, or component of equipment can be determined. This provides an evaluation of equipment performance.
- By sorting MDS data by APL/AEL number, the maintenance cost and material usage can be determined for specific items of equipment.

This data can be used by inventory control points (ICPs) to adjust the Coordinated Shipboard Allowance List (COSAL). The allowances of repair parts to be carried in your storerooms.

- By sorting material usage by NSN, the ICPs can analyze past usage and more accurately predict future usage thereby providing better COSAL support. This information may also be used by supply activities to plan future stock requirements. Previously, this information could only be obtained from ships as they went through a supply overhaul. It is now available as current information from all ships reporting under MDS.

Source Codes

A source code is entered to assist in the evaluation of supply storeroom support. The source code is normally entered by the stock records Storekeeper as he processes the issue documents. The following source codes are used on NAVSUP Form 1250-1 and DD Form 1348. Refer to NAVSUP P-485 for detailed information about these codes.

The data obtained from issue documents also provides management information to the ship. The Afloat Consumption and Cost Effectiveness Surveillance System (ACCESS)/Ship's Edit and Audit System (SEAS) program collects and processes usage data. Then reports are prepared that enable the commanding officer and supply officer to review and evaluate the effectiveness of supply support and make more efficient use of the OPTAR. ACCESS and SEAS use the issue documents that support the MDS plus the issue documents for consumables.

The Selected Item Management (SIM) Item Identification Listing provides SIM consumption data and machine calculated stocking limits. The supply officer and stock records Storekeeper can use the SIM listing to make the quarterly review of SIM items and also use the information shown on the listing to determine stock replenishment requirements.

Copies of the issue documents that are not in stock or not carried are used to prepare a report on the ship's supply effectiveness and COSAL support.

Pre-Expended Bin Material

Commonly used low-cost repair parts and repair-related consumable items may be pre-expended and a small stock maintained within a department for

general use. The criteria for determining the type and quantity of material to be Pre-expended are given in NAVSUP P-485. The supply officer and the department head using the items mutually agree on the specific items to be pre-expended.

Materials that might be pre-expended include nuts and bolts, solder, gasket material, fuses, and vacuum tubes.

Pre-expended bin material should not be confused with material in custody of other departments. The latter is carried on stock record cards by supply and issue documents must be prepared each time an item is used. Pre-expended bin material has already been issued and expended from the stock record cards. No further accountability is required, other than for the using department to make sure that it is properly used.

The use of pre-expended bin material permits more realistic reporting. For example, a Machinist's Mate is repairing a pump and must replace a 5/16-18 hex nut. The unit of issue for the 5/16-18 hex nut is HD (hundred). Only one nut is used on the pump. Without pre-expended material, a request for 1 HD nuts must be submitted with the total material and cost usage being charged to the pump.

Using pre-expended bin material works equally well in reducing the volume of issue documents. If the ETs use a particular tube in several equipments, they might have an almost daily requirement for this tube in maintaining those equipments. If each requirement is submitted on a separate requests, an excessive amount of paperwork results. This can be prevented by

submitting one pre-expended bin material request for a quantity of these tubes and maintaining a small stock in their shop.

The responsibility for replenishing pre-expended bins is determined by the maintenance level of the ship.

- Intermediate level (tenders/repair ships)—the SSC is responsible for reviewing and replenishing pre-expended bins in the various using shops.
- Organization level (other ships)—the using department or shop is responsible for maintaining adequate stocks for their own use. Designating an item as pre-expended material does not remove the item from supply storerooms. Supply must still maintain sufficient stock in their storeroom to meet demands.

Issue documents for pre-expended material are prepared in the same manner as they are for other issues.

Submitting MDS Documents

After issue documents have been processed by the stock records Storekeeper, the green copies (of either NAVSUP Form 1250-1, or DD Form 1348) are sent to the maintenance office for verification of MDS data. This should be done on a regular schedule and a checklist kept to show the number of documents sent to and returned by the maintenance office to prevent loss of copies. After they have been reviewed and returned, they are sent to the TYCOM data processing facility.

CHAPTER 13

MATERIALS-HANDLING EQUIPMENT

To keep the Navy supplied with the huge volume of material it needs, many types of handling equipment have been designed to haul, unload, stow, and issue this material. It is important for you to remember that whether the job is handling or stowing material, a piece of equipment is usually available for the job. Any piece of materials handling equipment is only as efficient as the person operating it. If the equipment is not used for the job for which it was built, efficiency is lost.

Throughout your Navy career, you may be required to operate or supervise an operation using materials-handling equipment. Therefore, you should be familiar with the types of materials-handling equipment commonly used at naval activities. *Storage and Materials Handling*, DOD 4145.19-R-1; *Naval Ships' Technical Manual*, chapter 572; *Storage and Materials Handling*, NAVSUP P-284; and the Navy Supplement, NAVSUP P-284-1, give detailed information about materials-handling equipment.

TYPES OF MATERIALS-HANDLING EQUIPMENT

Descriptions and uses of handling equipment normally found in supply operations are contained in the paragraphs that follow.

FORKLIFT TRUCK

The forklift truck is the most widely used powerdriven piece of handling equipment used by the supply department. It is designed to pickup, carry, and stack palletized unit loads of supplies and equipment. Standard forklift trucks are available with lifting capacities of 2,000 to 15,000 pounds and lifting heights of 100 to 210 inches.

Forklift trucks are equipped with telescopic masts that permit loads to be lifted beyond the height of the collapsed mast. Most trucks have free lift, which is the height to which the forks can be raised before the inner slides move upward from the mast and increase the overall height.

Gasoline-powered forklift trucks may be equipped with solid rubber or semisolid tires for use in warehouses, or with pneumatic tires for use in outdoor

storage areas. Electric-powered forklift trucks are equipped with solid rubber or semisolid tires for indoor Operations only.

Forklift trucks are generally used in the handling of palletized unit load. They may also be used for hauling boxes or containers equipped with skids and other large rigid containers or packages. They are used aboard ship, on barges, on piers, in warehouses in freight terminals, and on the ground to hoist heavy containers. [n yards which are not covered with hard surfaces, the bucks must be equipped with pneumatic tires in order to operate efficiently.

While forklift trucks may occasionally be used in place of tractors, their greatest efficiency is obtained in their use for elevating palletized loads into storage and for handling palletized loads between hauling operations. They should not travel with individual loads for distances of more than 400 feet. If the operation requires longer travel, the trucks should be supplemented by tractor-trailer trains or other materials handling equipment. Personnel should use a forklift truck at each end of the haul for loading, unloading, and stacking. A 15,000-pound, pneumatic tire, forklift truck is shown in figure 13-1.

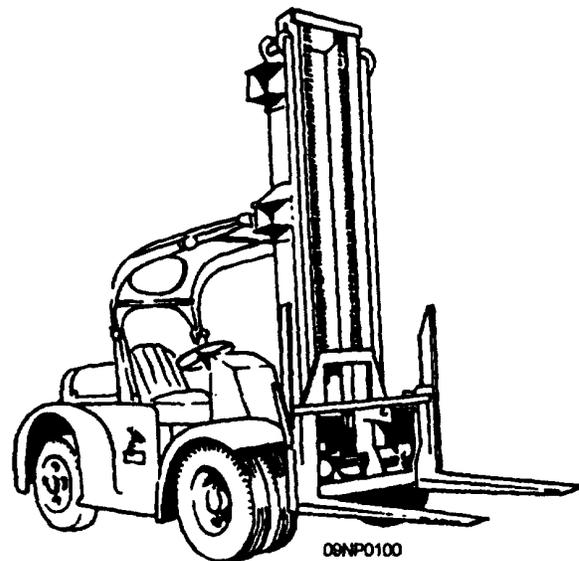


Figure 13-1.-Forklift truck.

TRACTOR-TRAILER TRAINS

The tractor-trailer train (figure 13-2) is a system of hauling with a self-propelled motor power unit connected to a series of individual load-carrying trailers.

Different types of tractors and trailers are used. Tractor-trailer trains can haul larger loads than carrier-type trucks of equal horsepower capacity. They can be operated in trains up to the total drawbar pull of the tractor. The number of trailers one tractor can keep in operation depends upon conditions such as length of haul, nature of material, and weight of the load on each trailer. Under normal conditions, one tractor should be able to keep one set of hailers loading, a second set underway, and a third set unloading. Tractor-trailer trains may be effectively used on hauls between 400 feet and 1 mile in length. A carrier-type truck is normally used for hauls greater than 1 mile.

WAREHOUSE TRACTORS

A warehouse tractor is an electric-or gasoline-powered vehicle designed to pull a train of warehouse trailers. The gasoline-powered models most used in the Navy are equipped with pneumatic tires and have rated drawbar pulls of 2,600, 4,000, or 7,500 pounds. Electric-powered models are equipped with solid rubber tires and have rated drawbar pulls of 2,000 or 4,000 pounds. Drawbar pull, the force that the tractor can exert in pushing or pulling loads, is merely a means of indicating tractor capability. The actual capacity of the tractor is normally far in excess of the drawbar pull rating. A tractor with a drawbar pull of 2,600 pounds



Figure 13-2.—Tractor-trailer train

may, for example, have an actual towing capacity of 50 tons. These are five different models of tractors that are standard for the military services.

WAREHOUSE TRAILERS

A warehouse trailer is a load-carrying platform mounted on casters or wheels. Standard trailers are available in a wide variety of sizes and capacities. Some are equipped with solid rubber or pneumatic tires. The caster-steering type has fixed rear wheels that carry about two-thirds of the load, and caster wheels at the front through which steering is accomplished. The caster-steering type of trailer is produced in 4,000 and 6,000-pound capacities.

HAND TRUCKS

Handtrucks may be constructed of wood or metal. They are used in phases that mechanical equipment cannot be operated because of space limitations,

The four-wheel platform handtruck (figure 13-3) may be used to advantage in breaking out retail issues for bins, carrying light loads, or for any operation involving short hauls with frequent stops. It may also be used in multistory warehouses and for small-lot stockpicking. The truck may be equipped with solid rubber tires or steel wheels.

The two-wheel handtruck (figure 13-4) consists of two handles a platform on which the load rests, and wheels attached to the bottom of the framework. A blade extends at an angle from the bottom of the platform to hold the load.

A stockpicker truck (figure 13-5) is a handtruck used for picking stock from shelves when filling orders. The Storekeeper pushes the truck in the aisles between the shelves to carry small issues in cardboard containers, paper envelopes, or tote boxes. Some

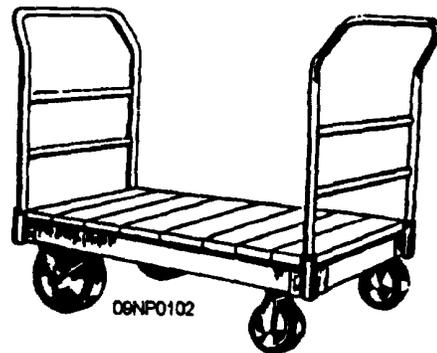


Figure 13-3.—Handtruck, four-wheel.

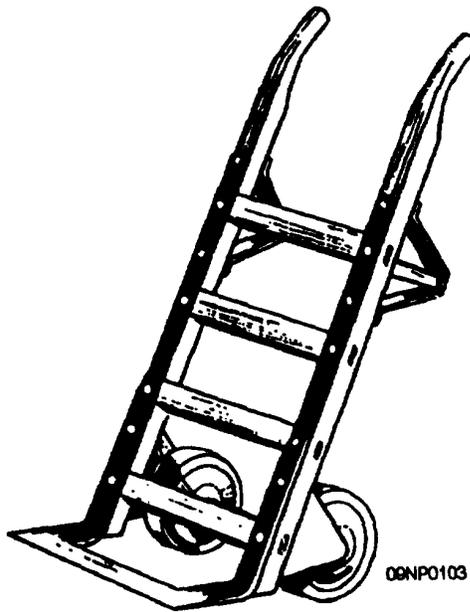


Figure 13-4.-Handtruck two-wheel.

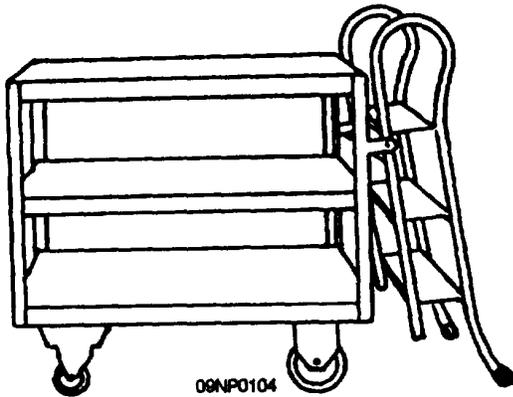


Figure 13-5.-Truck, stockpicker.

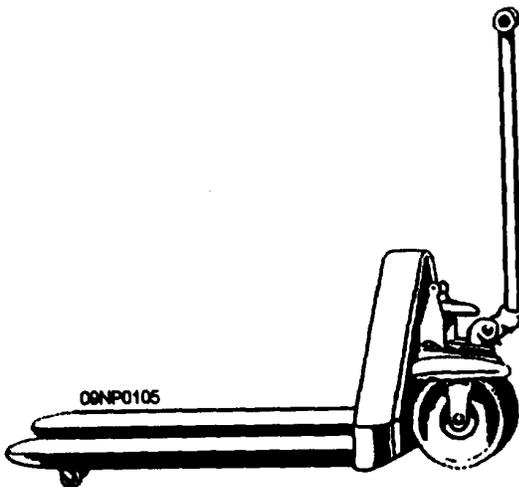


Figure 13-6.—Hand pallet truck, manual/hydraulic.

models are equipped with a ladder so the stockpicker can reach materials on high shelves safely.

HAND PALLET TRUCK

The hand pallet truck is available in the hand/hydraulic model and the electric model. The truck is equipped with two load-carrying forks that can be raised about 4 inches to carry Palletized loads. It is used to move pallet loads that do not have to be tiered and where only short hauls are required. It may be used for the movement of pallet loads in boxcars or into trucks. They may also be used for in-process movements during tipping and receiving operations. They work well in conjunction with forklift trucks and can be operated where a forklift cannot because of space limitations.

The manual/hydraulic model (figure 13-6) is used whenever the operating conditions do not require a handtruck with the special characteristics of the powered model. It may be used to advantage in the loading of boxcars, trucks, and aircraft.

The electric model (figure 13-7) is used when the distance the load is to be moved, the size of the load, the presence of grades or inclines along the route, or other considerations require the use of powered equipment.

TIERING TRUCK

The tiering truck (figure 13-8) is an electric-powered forklift truck of the straddle-arm design. The forks on the tiering truck are located between two outriggers, or straddle arms. The tiering truck is more maneuverable than the standard forklift truck and can generally operate in 6-foot aisles. The standard tiering truck for the military services is the

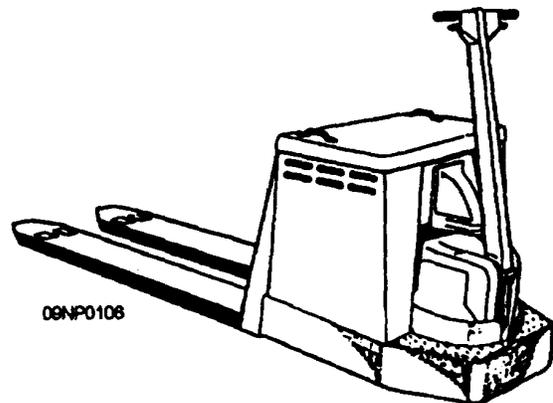


Figure 13-7.-Hand pallet truck, electric.

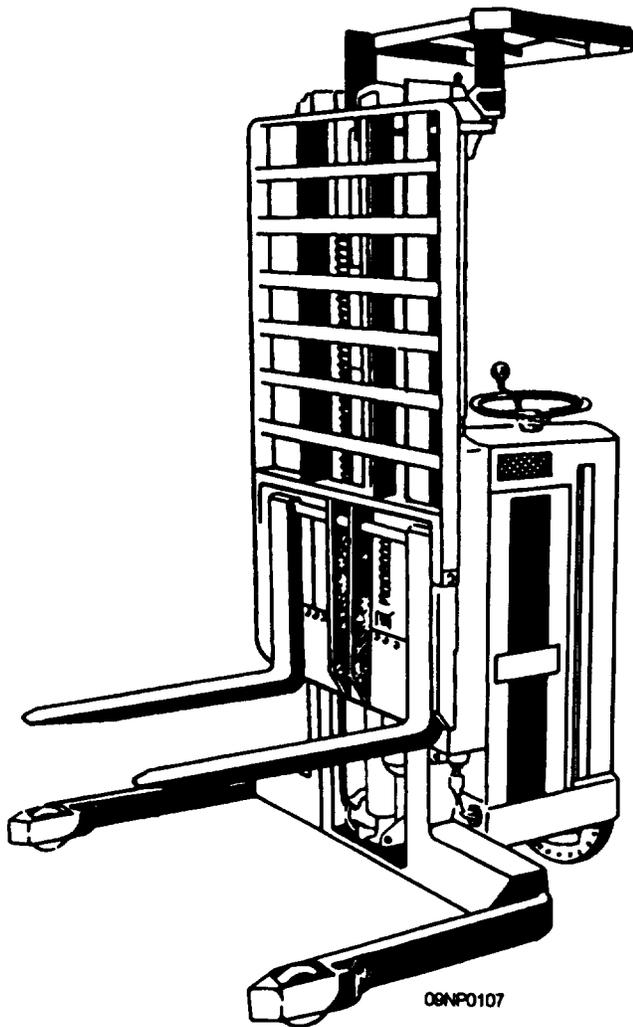


Figure 13-8.-Tying truck.

electric-powered type that has a load capacity of 4,000 pounds and a lifting height of 68 to 150 inches.

STRADDLE TRUCK

The straddle truck is a diesel- or gasoline-powered four-wheel vehicle designed to straddle, pick up, and transport loads of long and heavy supplies such as pipe, lumber, and steel. The straddle truck (figure 13-9) is used as an efficient conveyance for intrastation movement of palletized material at many supply activities. Straddle trucks offer a faster and more efficient method of moving unitized pallet loads over intermediate distances than the tractor-trailer train.

PALLET SLING

The pallet sling (figure 13-10) is used to handle a palletized load for overhead lifting by a crane or ship's boom. Slings are normally made of cable, but line or

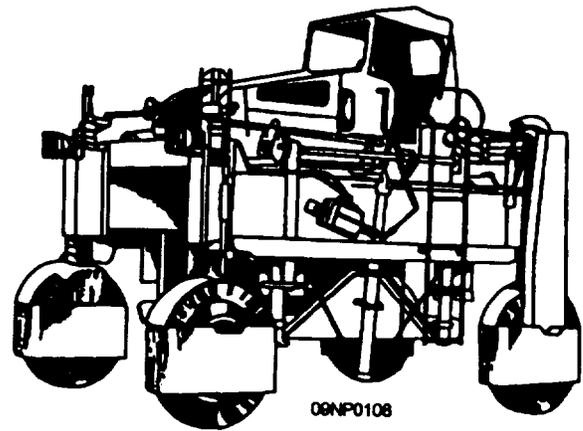


Figure 13-9.-Straddle truck.

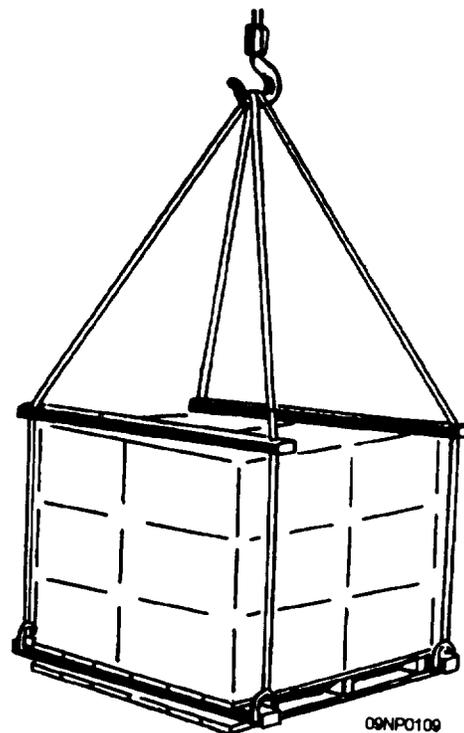
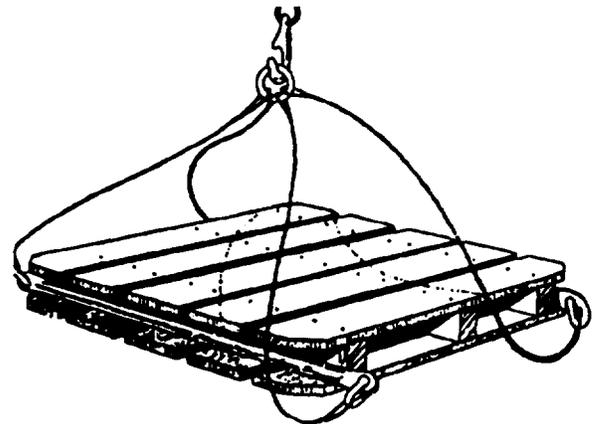


Figure 13-10.—Pallet slings.

chain may be used depending on the weight of material to be lifted.

Slings have rigid horizontal supports at the base. Usually made of steel bars or pipes that must be of sufficient strength to distribute the load across the entire length.

Some slings have movable spreader bars at the top to prevent the load from being crushed when lifted.

PALLETS

A pallet is a wooden, steel, or aluminum platform on which supplies are loaded, transported, or stored in units. Use of pallets permits handling the material with forklift trucks, cranes, and other transporting equipment.

The standard pallet is a 40- by 48-inch platform that accommodates most packages and stores in warehouses. It is regarded as the general-purpose pallet. General-purpose pallets may be either the flat type or box type. Flat Pallets may be single-faced or double-faced. Single-faced pallets (figure 13-11) have one platform nailed or bolted to stringers, usually made of 2- by 4-inch material. A double-faced pallet (figure 13-10) has platforms on the top and the bottom of the stringers and is excellent for stevedoring and transit-shed operations.

The box-type pallet, illustrated in figure 13-12, is used for handling small-lot items or easily crushed

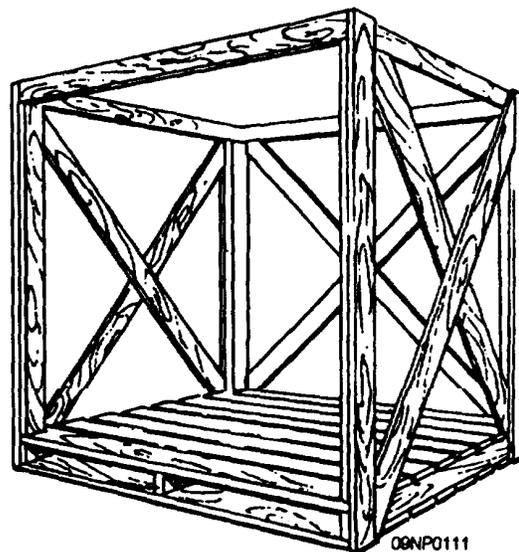


Figure 13-12.—Box pallet.

cargo. When discharging items from a ship to a transit shed, loading directly into a box pallet saves considerable time and labor.

Nestable sheet metal pallets are convenient for three reasons (1) the maintenance cost is low, (2) they save storage space, and (3) you have no problem keeping them sanitary. Figure 13-13 shows a few single-faced pallets stowed alongside a stack of sheet-metal pallets. As you can see, the saving in storage space is tremendous.

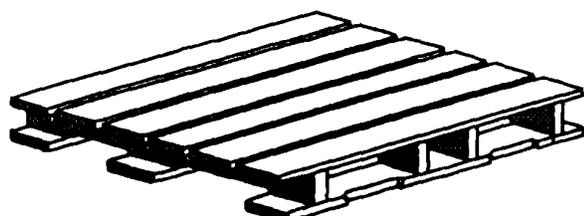
Lightweight aluminum pallets also are used, but are expensive and difficult to repair.

In addition to the standard pallet there is a 48- by 72-inch stevedoring pallet, which is used primarily for transporting and storing drummed products and for stevedoring purposes. Pallet construction and illustrations on the stevedore pallet can be found in NAVSUP P-284-1.

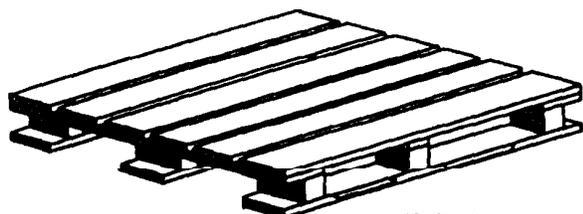
Loading Pallets

When a pallet is loaded, three things must be considered: (1) maximum load, (2) stability, and (3) proper pallet size. The pallet must pass through all doors, aisles, and hatches likely to be encountered. The stability of the material on the pallet must be considered and a decision made as to the type of pallet to use.

Figure 13-14 shows the recommended way to load material on a pallet. The size of the boxes being loaded will determine their arrangement on the pallet. A standard loading pattern is not always appropriate.



(A)



(B)

Figure 13-11.—Pallet, x 48-inches, four-way entry: (A) Partial stringers (B) Post construction.

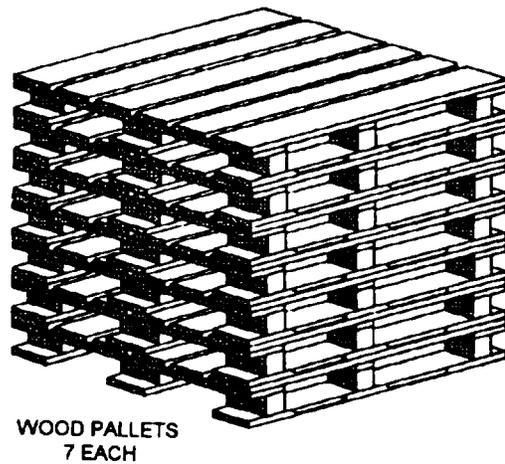
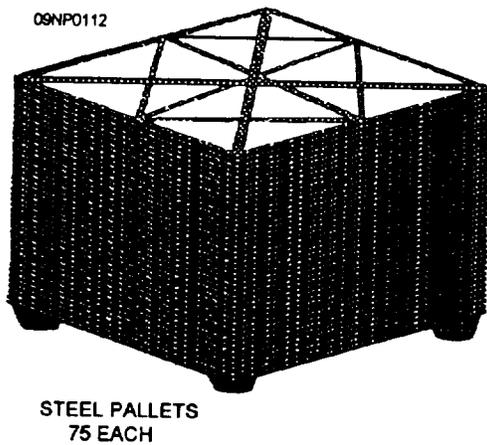


Figure 13-1.—Stowage space of wooden and sheet metal pallets compared.

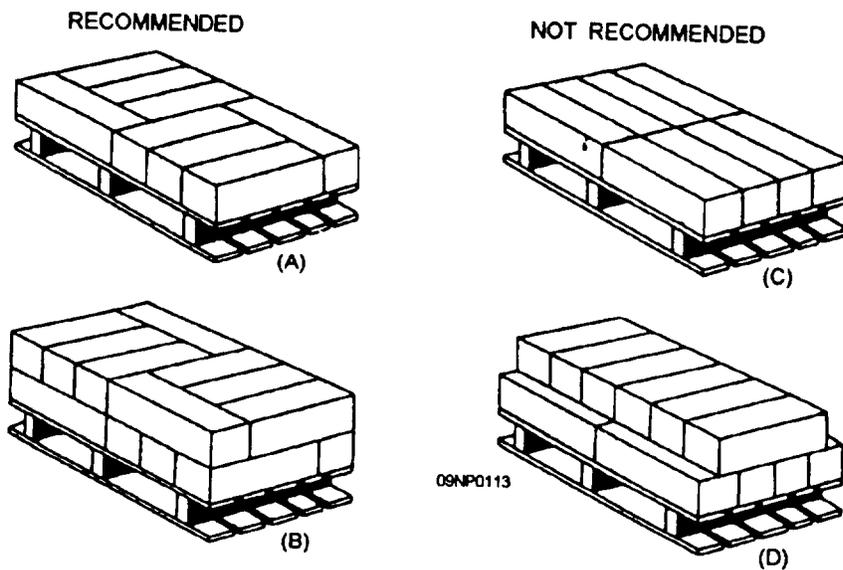


Figure 13-14.—Best way to load a pallet.

However, in the illustration you can see that the material not only fits the pallet, as recommended in A and B stacking, but is arranged so as to provide stability against slipping or sliding.

Boxes of materials are not always the same size. When this is true, place the highest and strongest cases at each end of the pallet and the smaller and more fragile cases in the center. This arrangement provides a stronger surface for a second tier of cases on the pallet and also makes it possible to place a second loaded pallet on top for storage.

When you palletize round items, such as gas cylinders, use specially constructed notched spacers or collars as shown in figure 13-15.

Palletized material that must be moved several times should be strapped. Metal or nylon strapping may be used; the number of straps required for a palletized unit depends upon the kind of handling it is to receive.

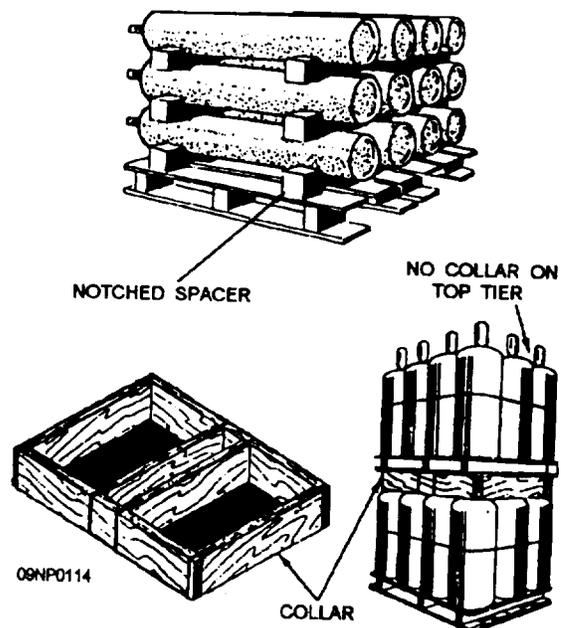


Figure 13-15.—Palletized gas cylinders.

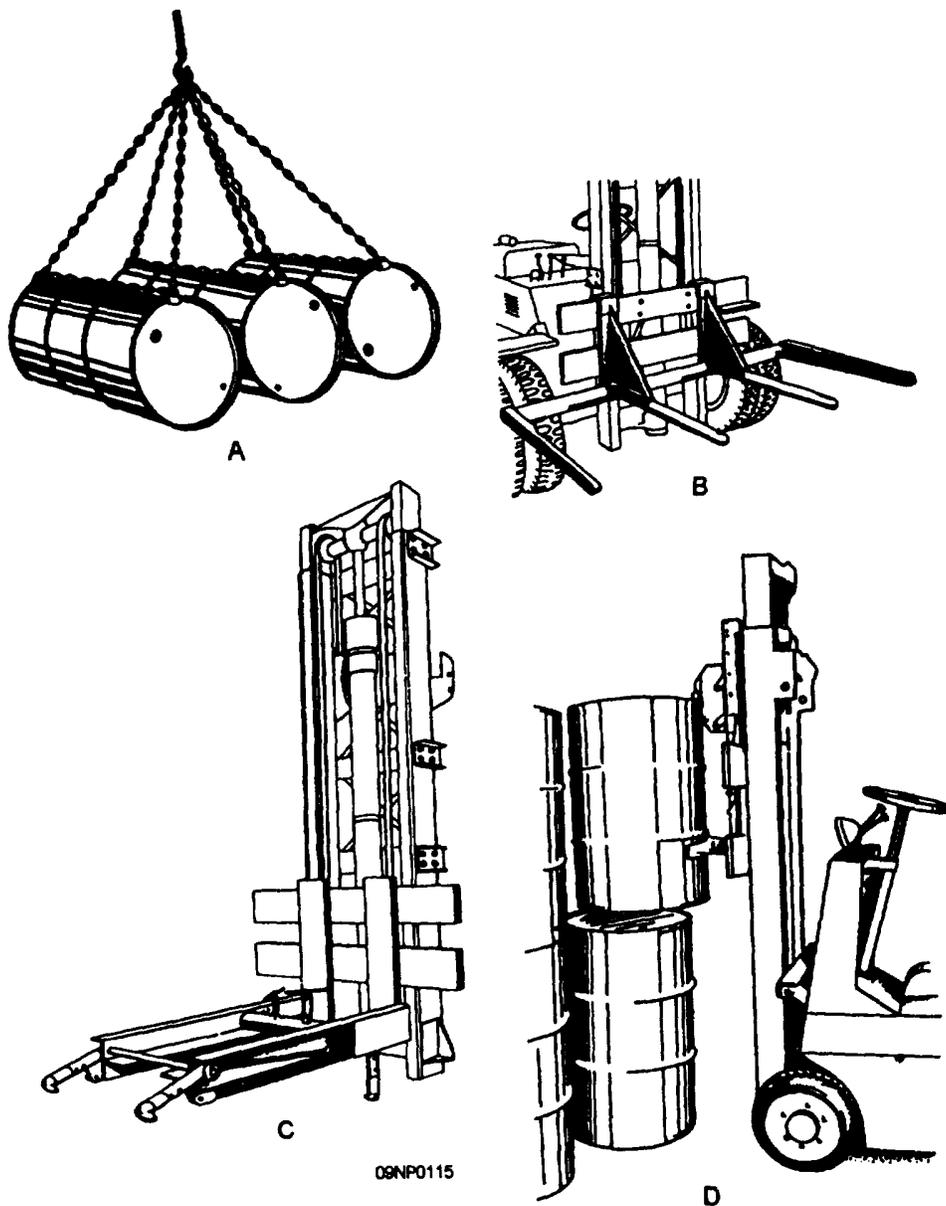


Figure 13-16.—Drum-handling equipment: (A) Sling; (B) Cradle attachment; (C) Horizontal carry attachment; (D) Vertical carry attachment.

The tool used to tighten the strapping is capable of exerting a great amount of force. Therefore you must be careful not to crush the material. Metal or folded cardboard corners may be placed under the strapping to distribute the force over a wider area and help prevent damage to the cartons or their contents.

DRUM-HANDLING EQUIPMENT

The drum-handling sling is a device for picking up drums or barrels. It was designed for shipboard loading, but may be used with a crane for any drum or barrel handling operation. The sling may be of the chain type

(figure 13-16A), which is a series of chain loops and sliding hooks. It may also be of the frame type, which is a steel bar from which a series of sling hooks are suspended.

Other drum-handling equipment in use includes several forklift truck attachments capable of handling filled 55-gallon drums. Four such attachments are available. The first consists of a series of specially shaped and spaced forks that cradle the drums to be handled. (See figure 13-16 B.) Normally this attachment is fabricated to handle three filled drums at one time. The second type of attachment, which is mounted on the regular truck forks, consists of side rails

from which specially designed hooks are suspended at front and rear (figure 13-16C). The attachment is lowered over the drums until the hooks drop into position over the drum rims. This attachment handles two filled drums at one time. The third type of attachment, which is vertically operated, handles one filled drum at a time. (See figure 1346 D.) The fourth type of drum-handling attachment operates on the principle of vacuum. This attachment is not in wide use. This is because of the expense involved in the installation of this attachment and the fact that once installed the use of the forklift truck is restricted to drum handling only.

CARGO NET SLING

The cargo net sling (figure 13-17) is made of nylon straps cargo together in a crisscross pattern to form a 12 foot square or 14 foot square net. The four corners of the net have steel rings sewn in for the pickup hoist hooks or lines used to form an apex. In this type of sling no bars are used as supports. The idea being that the net closes about the material being lifted.

Cargo net slings are generally used aboard Combat Logistics Force (CLF) ships for underway replenishment (UNREP) operations support. Pallets of cargo can be placed in the net and transferred with a minimum of loss. Some ships use cargo net slings for handling miscellaneous cargo that is placed directly into the net as shown in figure 13-17.

ROLLERS, CONVEYORS, AND CHUTES

Conditions may be such that rollers conveyors, or chutes are more effective than mobile equipment or may supplement mobile equipment when a deficiency of mobile equipment exists.

Rollers

Hardwood rollers or pipes may be placed under heavy boxes or skids so that they may be moved about in a storeroom or vehicle. Two or more rollers are used, depending on the weight of the box. The end of the box toward the direction in which the box is to be moved is raised by a hoist, lever, or other lifting device, and a roller is placed under it. The box is then pushed forward as more rollers are placed in front of it. As the box passes off a roller, the roller is picked up and placed in front of the box.

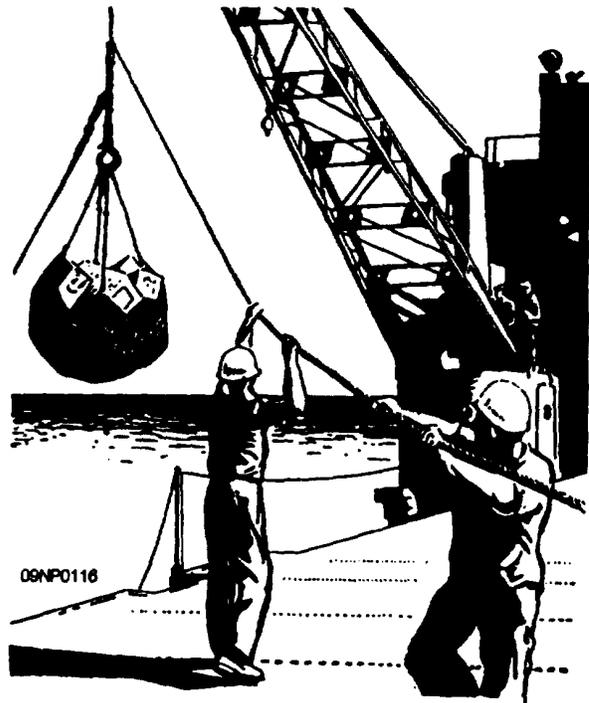


Figure 13-17.—Cargo net sling.

Conveyors

A conveyor is a device for moving supplies in a fixed line of travel. Two basic types of conveyors have been adopted as standard for the military departments, the powerdriven belt conveyor and the gravity-type roller or wheel conveyor.

The power-driven belt conveyor consists of an endless belt mounted on a frame and driven by a pulley connected to a drive motor. The belt travels over a series of rollers or a sliding bed. The belt conveyor can be used to transport materials over a fixed path of travel up inclines of as much as 25 degrees.

The roller conveyor can be installed with one end lower than the other to take advantage of gravity. It can also be installed level and the load pushed along manually. Several sections can be put together and developed into a continuous system for movement of material. The conveyor can be used on piers, in storerooms, or wherever a steady flow of supplies is desired. A drop of one-half inch per foot is usually required to keep an object in motion on the rollers. Figure 13-18 shows their use in clearing the landing area of the receiving ship during underway replenishment. Folding stands may be used when it is necessary to clear obstructions on the deck or to pass through doors. Accessories for horizontal conveyors include turntables and curved sections.

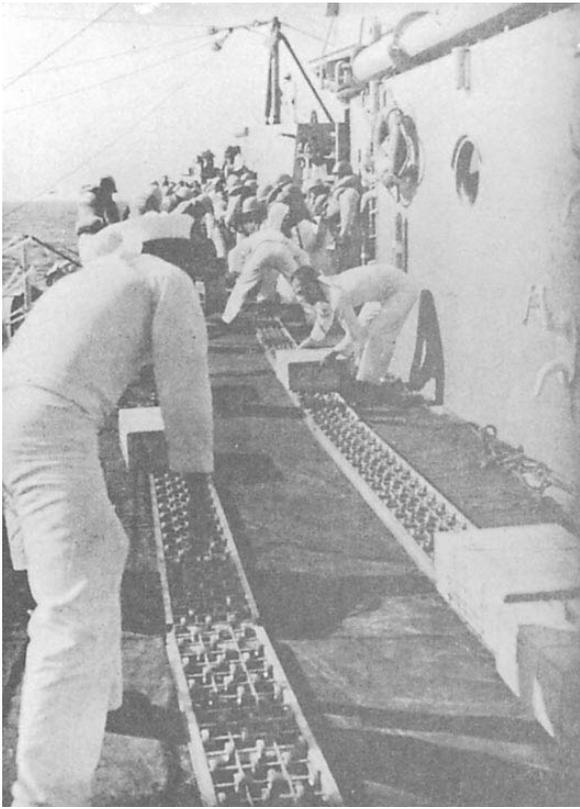


Figure 13-18.-Horizontal conveyors.

Roller conveyors with hinged gate actions are also available for warehouse operations involving the crossing of thoroughfares. (See figure 13-19.) If a roller conveyor is used, the cargo should be moved slowly enough to permit personnel at the end of the conveyor to handle the boxes. A brake may be improvised using a belt as shown in figure 13-20.

Chutes

The chute (figure 13-21) provides a rapid means of conveying packages downward. The principal application is aboard ships where a need exists to strike down stems.

CRANE

A warehouse crane is a power-driven, self-propelled unit consisting of a boom mounted on a mobile wheeled chassis. The boom can be operated independently so that sluing and topping can be accomplished without movement of the chassis. Power is supplied by a gasoline engine or by electric motors. Gasoline-powered cranes (figure 13-22) are equipped with pneumatic tires for outdoor operation. have 180 or 360 degree sluing booms, and have capacities of 6,000, 10,000, or 20,000 pounds. Electric-powered

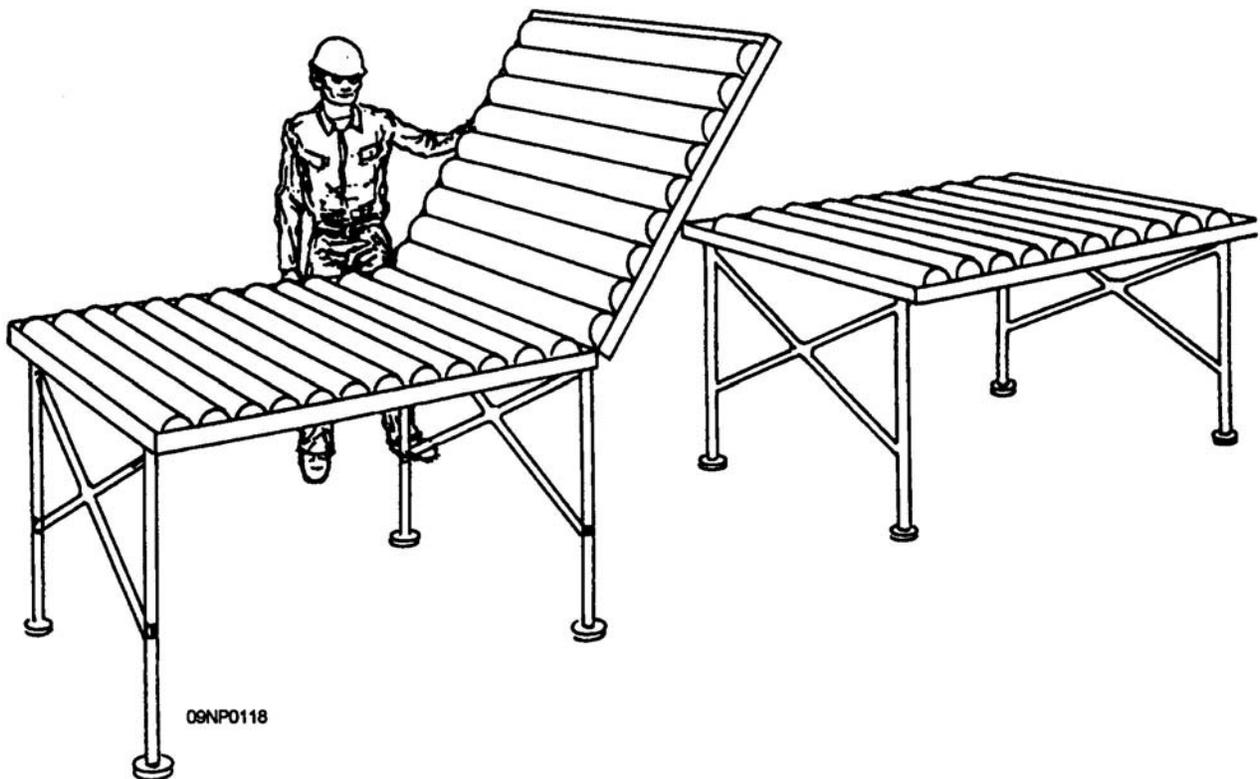


Figure 13-19.—Roller conveyor hinged gate multiphase warehouse operation.

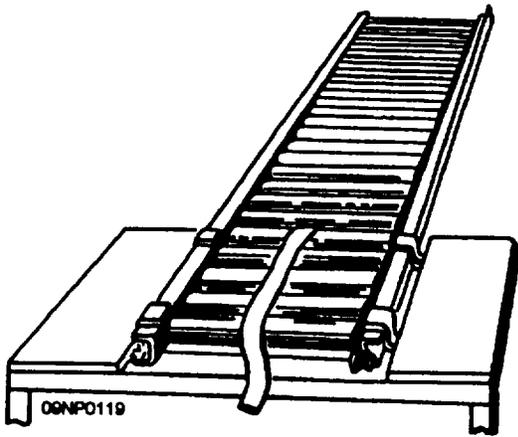


Figure 13-20.-Brake on a roller conveyor.

cranes are equipped with solid rubber tires for indoor operations. They have 270 degree sluing booms and have a capacity of 6,000 or 10,000 pounds.

The mobile crane consists of a boom mounted on a truck chassis and has characteristics similar to that of a warehouse crane. However, the mobile crane has a greater topping distance and is, therefore, used in a wide range of operations.

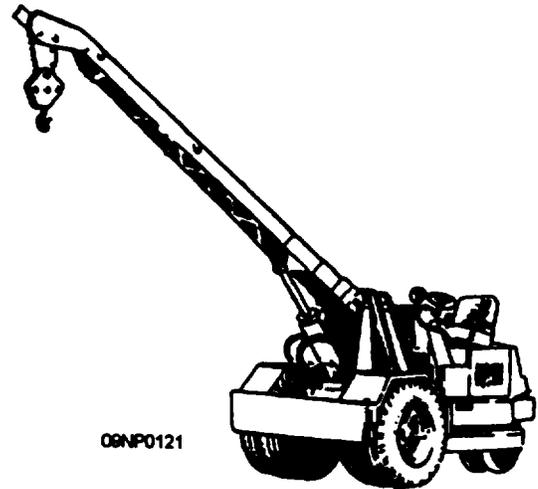


Figure 13-22.— Warehouse crane, gasoline-powered.

The gantry crane is a hoisting unit mounted on a gantry (any frame or structure spanning or bridging an intervening space). Gantries may be arched, bridged, full, or half.

The unit shown in figure 13-23 is an adaptation of the overhead type of crane applied to outdoor service where no permanent elevated structure exists on which

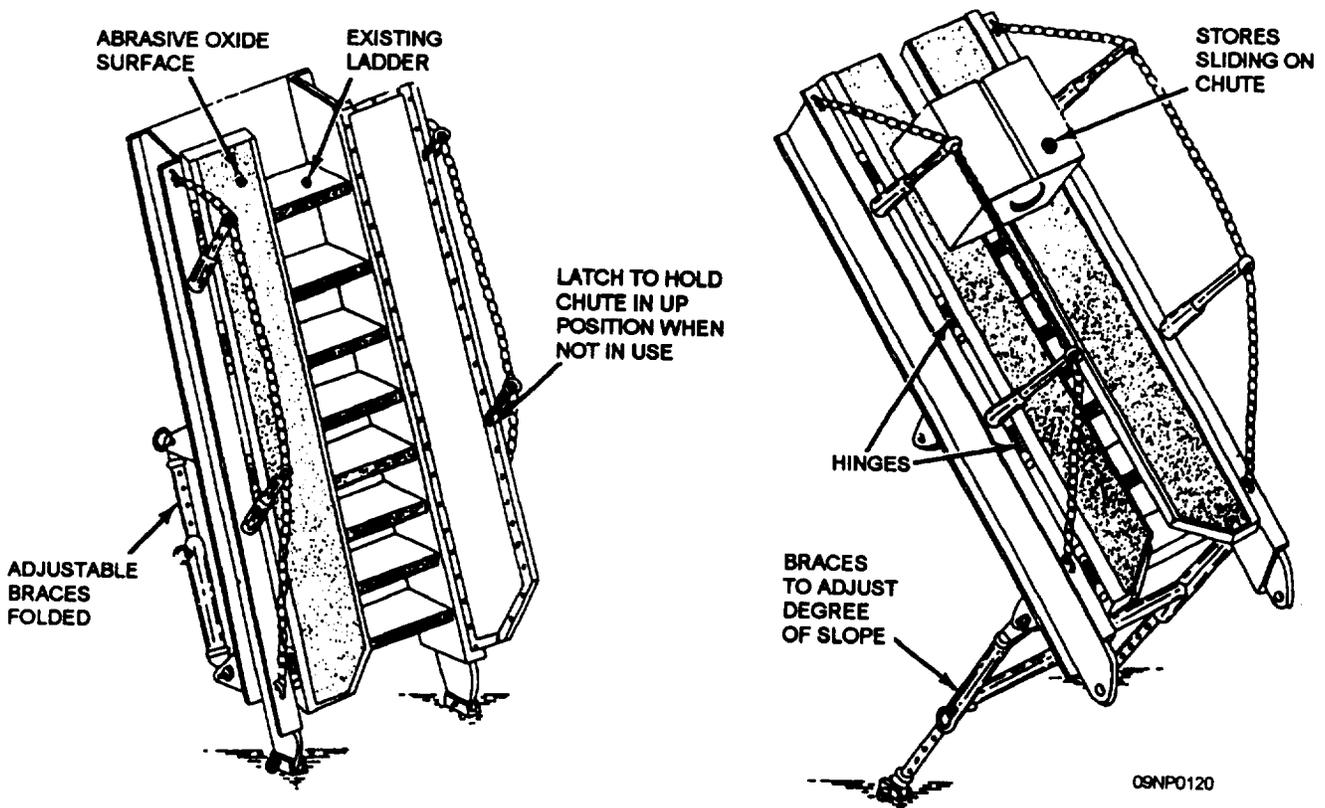


Figure 13-21.-Stores strike-down chute.

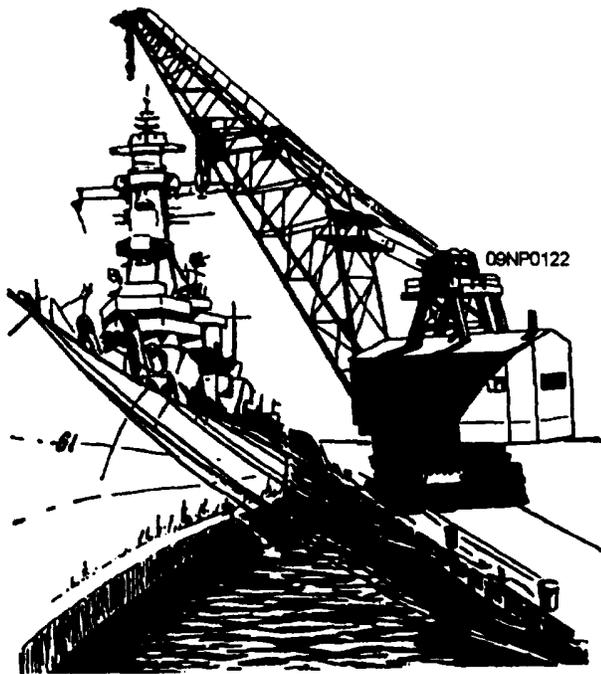


Figure 13-23.-Crane, gantry.

to install a crane. The crane bridge is mounted on trestles having legs which are generally constructed with wheel trucks for operating on tracks. Such cranes are referred to as portable gantry cranes.

If the trestles rest directly on the ground or footings, the term “fixed gantry crane” is applied. This type of crane is built especially for particular locations. It has been constructed with a span of 200 or more feet. The gantry may have a trolley running on the bridge carrying a hoist. This is the most common form and is what is meant by gantry crane. However, the gantry may have a stiff-legged derrick, a rotating pillar, a job crane, or a hammerhead crane mounted on its bridge as auxiliary equipment.

Because this type of crane spans the area over which it operates, it has been particularly useful in shipbuilding, in storage yards, and at docks for handling bulk material.

A wharf crane (figure 13-24) is located on and generally is a part of the wharf or pier structure. It is particularly adapted to the transfer of Cargo between the wharf or pier and a vessel.

HOISTS, PULLEYS, AND DOLLIES

Various types of hoists, pulleys, and dollies are available aboard air stations and ships for moving equipment and supplies. The SK should be acquainted

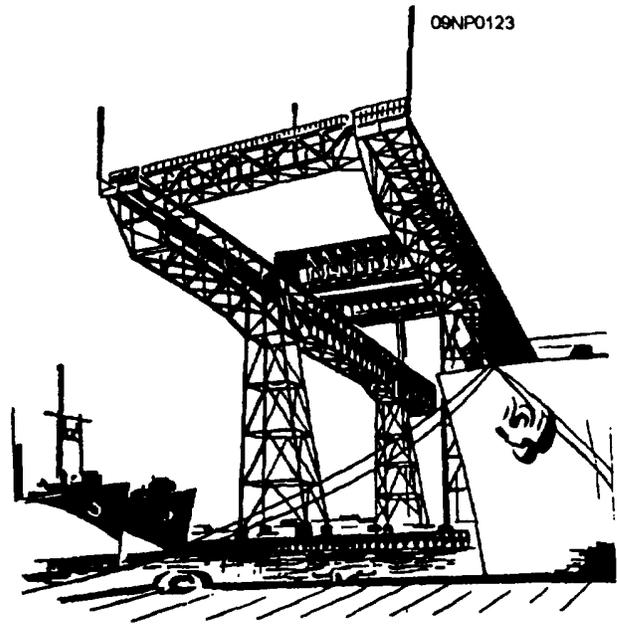


Figure 13-24.-Crane, wharf.

with this equipment and its purpose so that as various situations arise, the SK will be able to select and use the necessary piece of equipment.

Hoists

Chain hoists or chain falls provide a convenient and efficient method for hoisting loads by hand. The chief advantages of chain hoists are that one person can raise a load of several tons, and the load can remain stationary without being secured. Manually operated chain hoists of the type illustrated in figure 13-25 can be carried and operated by one person. They are particularly useful in trucks and small storerooms aboard ship and when other more mechanized equipment is not available.

Some larger storerooms are equipped with electrically operated hoists which move along overhead trucks. These hoists have the advantages of speed and ease of operation.

Block and Tackle

A block and tackle (figure 13-26) is an arrangement of one or more pulleys with rope or cable for pulling or hoisting large, heavy objects. The block and tackle (also called tackle or pulley) is used in the same situations as the chain hoist for smaller loads.

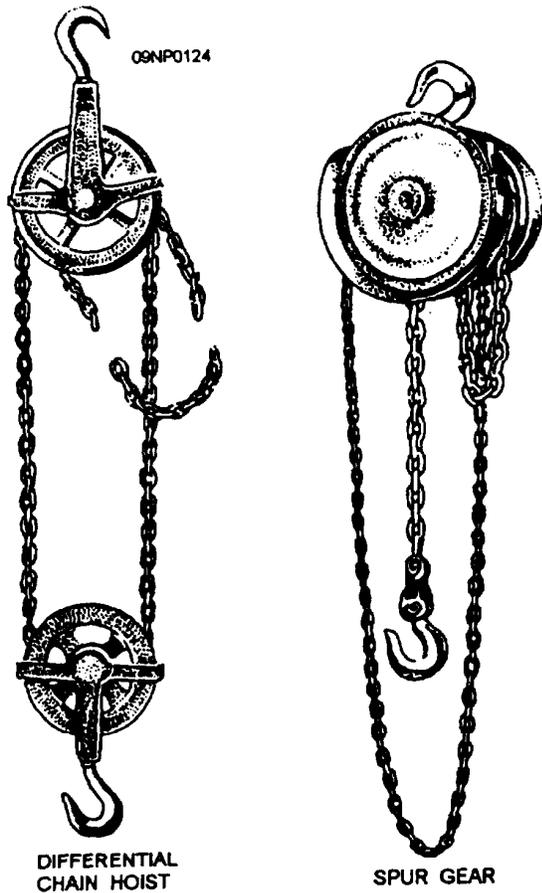


Figure 13-25.—Chain hoists.

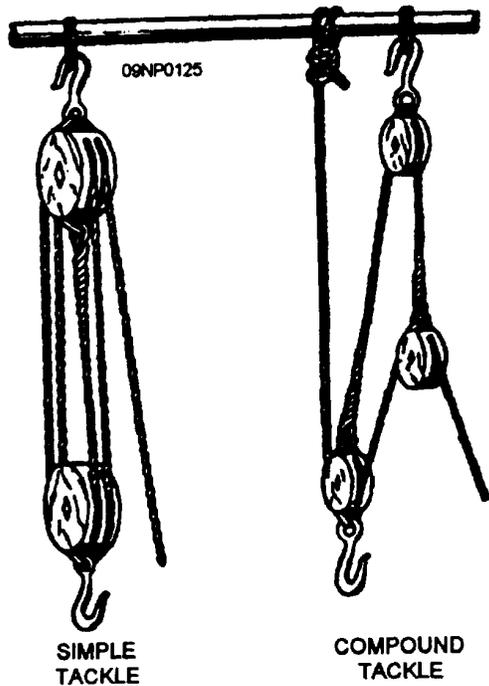


Figure 13-26.—Block and tackle.

Dollies

The dolly or dolly truck is a frame mounted on wheels or rollers and is used for moving or shifting heavy loads for short distances. Figure 13-27 illustrates the three common types used by the Navy.

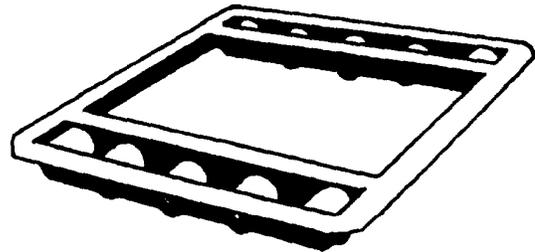
The general-purpose dolly (figure 13-27A) is used to move unpalletized material, primarily large, bulky, and/or heavy items over short distances.

The pallet dolly (figure 13-27B) with a capacity of 4,000 pounds is used primarily to move palletized loads in and out of boxcars, trucks, trailers, and storerooms.

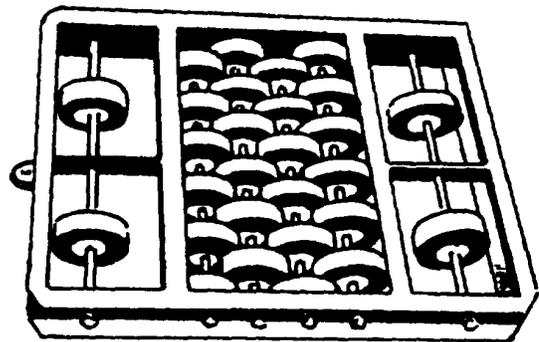
The advantages of the reefer car dolly are maneuverability, ease of operation, and suitability for



(A) DOLLY, GENERAL PURPOSE



(B) DOLLY, PALLET ROLLERS



(C) DOLLY, (REEFER CAR)

Figure 13-27.—Dollies: (A) General purpose; (B) Pallet rollers; and (C) Reefer car.

use on truck and reefer floors. The 24 wheels in the central portion (figure 13-27C) are placed slightly lower than the wheels at the ends. The wheels at the ends are held in position by springs, which allow them to move on their axles as the load is guided to its destination. The difference in height of the center and end wheels permits a certain amount of reeking motion which aids in movement and guidance of the pallet load. That is, the tilting effect allows the dolly to turn, and the center wheels (on offset axles) prevent loading of wheels in slatted floors.

MATERIALS HANDLING ABOARD SHIP

The use of materials-handling equipment aboard ship is dependent upon several factors: type of ship, its physical characteristics, and quantity of material to be moved.

On cargo ships, the primary method of moving material is by cargo booms. These booms may be rigged to provide the required lift capability and to reach the required work area. The most common rig is the "yard and stay" which uses two booms and two winches with the two wire ropes (whips) corrected to a single cargo hook. In loading from or to a pier, one boom is positioned over the hold and the other rigged out so that the head of the boom is over the pier. The load may then be picked up on one boom, transferred to the second by taking in on the second whip while paying out the first whip, and lowered from the second boom.

Figure 13-28 shows a yard and stay rig with a suspended load. Also shown is one type of hatch tent.

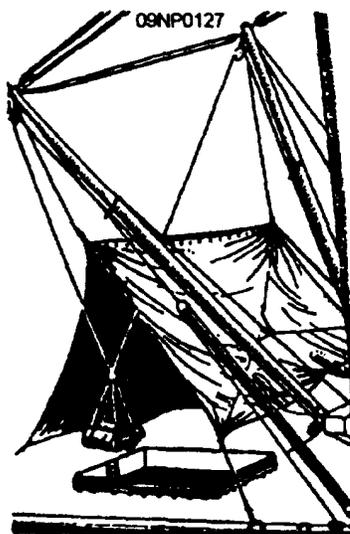


Figure 13-28.-Cargo booms with Seattle hatch tent.

The Seattle hatch tent may be used to protect personnel and cargo in the hold during inclement weather. A hatch tent provides protection not only from rain or snow but also from the sun during very hot weather.

A save-all is a device used to prevent the loss of cargo overboard during loading or discharging operations. The most common type of save-all, (shown in figure 13-29) is a net (rope or nylon) approximately 15 by 20 feet or larger. Wire rope nets and wooden platforms (figure 13-30) may also serve as save-alls. There should be a save-all rigged to each working hatch, and also beneath each brow, skid, or conveyor if the ship is loading or discharging through sideports.

You can rig a save-all by lashing one side of a net even with the bulwark. Then by securing it to cleats on the deck or bulwark, and securing the bottom of the net to the stringer on the pier. Leave enough slack in the save-all to allow for the rise and fall of the tide.

A save-all may be improvised by lashing together several cargo nets. When working light cargo, a tarpaulin may serve as a suitable substitute.

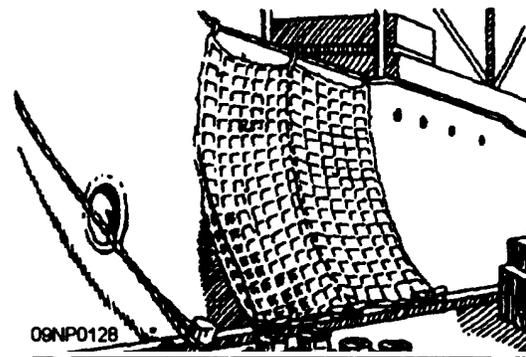


Figure 13-29.—Rope save-all.

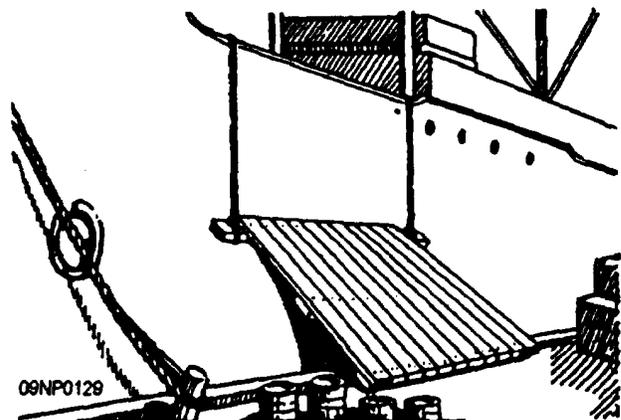


Figure 13-30.—Wooden save-all.

OPERATION AND MAINTENANCE OF MATERIALS-HANDLING EQUIPMENT

The best method for moving stores from one location to another depends upon such factors as: mechanical equipment available, number of personnel available, distance of haul, terrain, required speed of discharge or loading, storage space available, traffic pattern, lighting (if at night), and commodities to be handled. Each problem will be different; however, with careful planning and consideration of the factors that exist, workable solutions can usually be resolved.

OPERATOR QUALIFICATIONS

In order for you to operate materials-handling equipment (MHE), you must possess a valid authorization from the ship or station to which you are assigned.

Ships and stations having MHE should have a training and qualifying program (not covered in this manual). A Storekeeper should seek to qualify for operating the necessary MHE to perform the job successfully.

MAINTENANCE RESPONSIBILITY

On board ships, preventive maintenance service is performed on all MHE by the "A" division for mechanical functions and the "E" division for electrical functions. Ashore, these responsibilities rest with the public works department. The operator, however, also has responsibilities.

Included with the operation of a vehicle are certain inspections Required before starting the equipment. The driver's inspection should include checking lights, horn, tire pressure (if pneumatic), oil, gasoline, battery, hydraulic fluid level. They should also ensure that the required tools and safety equipment are present on the vehicle. An authorized mechanic or electrician should be called to repair the equipment before further damage or an accident results if any defects are noted.

SAFETY PRECAUTIONS

Safety precautions must be observed in any cargo-handling operation to keep accidents to a minimum. However, cargo handling aboard ship requires more rigid safety precautions. Warehouses and storage areas ashore are designed and arranged to provide maximum use of materials-handling equipment. This is not usually the case aboard ship.

Working space is much more confined, the use of materials-handling equipment is limited. The ease, speed, and convenience of cargo handling was not the entire consideration when designing the ship.

Safety precautions are published separately for activities ashore and for forces afloat. Those for activities ashore are published under the title of Department of the Navy Safety Precautions for Shore Activities.

Safety precautions for forces afloat are issued by systems commands, bureaus, and offices of the Department of the Navy in the form of publications, pamphlets, periodicals, and directives. The Chief of Naval Operations publishes indexes of all Department of the Navy safety precautions applicable to forces afloat. These indexes are issued as OPNAV notices with the subject classification number 5100.

Safety precautions are something you either know and observe or you do not. There is no middle ground. You cannot learn or use them halfway. Human lives (yours and those of other people working around you) and expensive equipment are at stake. Safety precautions as discussed in this chapter apply not only to the workers but to everybody in the vicinity of potential danger.

A Storekeeper should be aware of and observe safety precautions at all times. The following operating safety rules for materials-handling equipment should be observed:

- Spark-enclosed or explosion proof electric (not gasoline-powered) equipment must be used in areas where gases, flammable liquids, and ordnance material are stored.
- Equipment should be kept free of excessive grease accumulation at all times.
- Special protective equipment should be used when work involves explosives and ammunition.
- Equipment having gas-filled caps with special safety features and with fine mesh screening overexhaust pipe ends should be used.
- Forklift trucks of all types should be equipped with an overhead safety guard or steel. Exceptions are permissible only when the overhead safety guard either would increase the overall height of the forklift truck or prevent the operator from having freedom of movement.

- Equipment should be free of all unauthorized attachments.
- Spilled gasoline should be cleaned up before starting an engine. If flushing is not possible or practical, the approved absorbent material should be used. Metal shovel, metal grid, or other spark-producing tools should not be used in this process. When more than a pint of gasoline has been spilled, a person should stand by with a the extinguisher while the spill is cleaned up.
- A machine which is improperly loaded or which is not in a safe mechanical condition should not be used.
- The engine should be stopped and brakes set before the operator leaves the machine.
- Only licensed operators should be permitted to operate equipment.
- Suitable fire-extinguishing equipment should be available at all times.
- A truck or trailer should not be unloaded unless it is blocked.
- Floorload capacity should not be exceeded.
- Equipment should not be operated in excess of the maximum speed limitations.
- Stacks should not be bumped nor pushed with power-driven equipment.
- Forklift truckss should travel with forks elevated approximately 4 inches above the floor and be parked with the forks resting on the floor.
- Personnel should not be permitted to stand under loads being hoisted or lowered, nor be allowed to ride on equipment.
- Personnel may be hoisted with a forklift only when authorized and then only when a safety pallet is used.
- The load capacity should be prominently stenciled on a forklift truck; do not overload.
- Do not load a forklift truck while it is in motion.
- Tilt the mast back when transporting a load by forklift truck.
- Drive forward when transporting a load up a ramp and in reverse when going down a ramp.

The following paragraphs discuss causes of accidents, some specific danger areas, supervisory

responsibility, and provide a checklist of safety precaution

CAUSES OF ACCIDENTS

Primarily, accidents are caused by people. Equipment may be involved, but people handle the equipment. Most accidents are the result of

- Carelessness,
- Inexperience, and/or
- Wrong attitude.

Carelessness

Some locations are potential danger spots. The lack of alertness may cause accidents resulting in injury or death. People working on piers, weather decks, and in the ship's hold must be constantly on the alert for moving or falling objects. As personnel become familiar with a job, they may try to take "shortcuts; which place themselves and others in danger. Fatigue is another cause of carelessness. As people tire, they are less alert and more likely to cause an accident.

Inexperience

Unless personnel are indoctrinated and experienced in handling a particular piece of equipment, they should not be allowed to use it except under close supervision. Persons who operate cranes, capstans, winches, windlasses and other deck equipment must first get authority from the first lieutenant. A person may know how to drive a forklift, but may not be fully aware of the safety precautions that should be observed while operating it. Operating materials-handling equipment is not the only way that inexperienced personnel may cause accidents. A person working as a cargo handler for the first time may not be aware of the dangers involved. A minor mistake such as an improperly loaded cargo net may result in injury to the operator or someone else.

Attitude

Some people work around dangerous machinery or equipment, explosives, acids, electrical equipment without mishap. They take necessary safety precautions. Others, however, working around dangerous objects or in dangerous work become overfamiliar with the dangers.

They have a tendency to slack off in the practice of safety. The adage there are old electricians and bold

electricians, but there are no old, bold electricians applies equally well to cargo handling. When individuals develop poor attitudes toward their work, a change must be made. Either in attitudes or in work assignments. If previous experience indicates that a person has a tendency toward unreliability, that person should not be permitted to operate materials-handling equipment nor work in a position where the individual's unreliability could result in injury. Of course, the cause of unreliability should be determined and eliminated, if possible.

DANGER AREAS

Many types of accidents can happen when handling cargo. Some of the danger areas and causes of accidents are discussed below:

- **Defective Equipment**—Defective equipment such as winches, rigging, chains, nets, and bridles should not be used. Report their condition to your superior. Repairs should be made only by qualified personnel since a poor repair job may constitute a worse hazard than the defective equipment.
- **Thrown Objects**—Objects such as blocks, crowbars, and slings should not be thrown from the deck into the hold or onto the pier.
- **Improperly Assembled Drafts**—Nets and pallets should be so loaded that items will not fall during hoisting.
- **Failure to Stand Clear**—The warning **STAND CLEAR!** should be given when cargo or hoisting gear is being lowered into a hold or onto the pier.
- **Cargo Improperly Landed**—Cargo should be guided to a safe landing after being stopped about 1 foot above the intended landing area.
- **Loads Stopped Overhead**—The stopping of loads overhead should be avoided. If a hoisted load must be stopped before being lowered into the hold, it should be stopped over the weather deck—never over the square of the hatch nor over the heads of personnel on the pier.
- **Improper Stowage**—When stowed, cargo should be tiered, tied in, stepped back, or floored off to prevent collapse. Dunnage should be used as a firm flooring for tiering. Never stow cargo, even temporarily, in a halfway manner.
- **Hatch Beans or Beads**—When only part of a cargo hatch is open, remaining hatch beans should be pinned or locked in place to prevent

them from being dislodged and falling on personnel below. Hatch boards should be stacked well back from the hatch to prevent them from being accidentally knocked into the hold.

- **Standing in Bight of Line**—Individuals should not stand with their feet in the bight of a line or in the eye of a cargo strip or sling. To do so may result in broken bones or even more serious injury.
- **Fires and Explosions**—Fires and explosions may be caused by: (1) explosive vapor, (2) spilled flammables or explosives, (3) ignition source such as smoking, hot work, open fires, electrical equipment, naked lights, and sparks from tools, (4) heat, (5) spontaneous ignition, (6) water causing chemical reaction with certain substances, (7) improper handling, and (8) inadequate sentries.

Fire is a potential danger with almost all types of cargo. The possibility of fire or explosion is greatly increased when cargo operations involve flammables and ammunition. However, extra precautions are normally taken when these dangerous materials are handled. Probably most fires occur in ordinary combustible material (paper, rags, wood, etc.).

Since the fire hazard is not as great when handling these materials fewer precautions are usually taken and cargo handlers are apt to become careless.

- **Fleet Freight**—Carefully inspect all material received as fleet freight for evidence of damaged or leaking containers. Extremely hazardous conditions can result from several compounds normally used aboard ship.
- **Open Hatches**—Guards should be placed near open hatches and other open spaces. Safety lines must be used around such openings when cargo is not being handled through them.
- **Temporarily Covered Hatches**—Hatches covered only with a tarpaulin or other temporary covering are dangerous, perhaps more so than uncovered hatches, which are fully visible. temporary coverings should be used only during inclement weather, if at all.
- **Riding on Hooks**—Personnel should not be permitted to ride cargo-handling gear, such as hooks or nets, between pier and ship or between the deck and hold. The save-all must not be used as a ladder between the pier and the ship.

- **Removed Handrails**—When handrails are removed to load cargo or for other reasons, the working area should be roped off to prevent personnel from falling over the side.
- **Ladders**—Ladders in the square of the hatch should not be used when cargo is being lowered or hoisted in the hold. Much care must be exercised when using these ladders. Particularly when hatchboards from several decks have been removed. Stairway-type ladders should be used when they are available.
- **Slippery Decks**—Oil, grease, ice, or any slippery material on the deck or pier should be removed immediately or covered with sand, cinders, sawdust, or other suitable antislip material.
- **Improper Lighting**—When concealment is unimportant floodlights should be provided at night on the weather deck, overside, and in cargo holds. Flashlights should be available for emergencies. When entering unlighted compartments, personnel should carry portable safety lights.
- **Asphyxia and Poisoning**—During some cargo handling or related operations, asphyxia or poisoning may result from: (1) lack of oxygen, (2) poisonous gases or fumes, or (3) exposing skin or eyes to or swallowing petroleum products. (Some vapors may be swallowed without the knowledge of the victim.) An individual showing signs of asphyxia or poisoning should receive immediate medical attention and the cargo officer should be notified. The space should be inspected before work is continued.
- **Lifting Cases**—There is a right and a wrong way of picking up heavy cases of material. The correct method of lifting heavy objects is illustrated in figure 13-31. Individuals stand close to the load, with their feet slightly apart and solidly placed. With knees bent, they grasp the object firmly and lift it by straightening their legs, keeping the back as vertical as possible. When lifting from an elevated position, keep the object close to the body.

The square of the hatch should be kept clear and free of debris. Place a solid, level floor of dunnage on top of stowed cargo, when it is needed, to provide sound footing for hold workers or a safe landing area for cargo coming in. Persons in the hold must stand clear of the hatch when a draft is overhead—cargo being hoisted

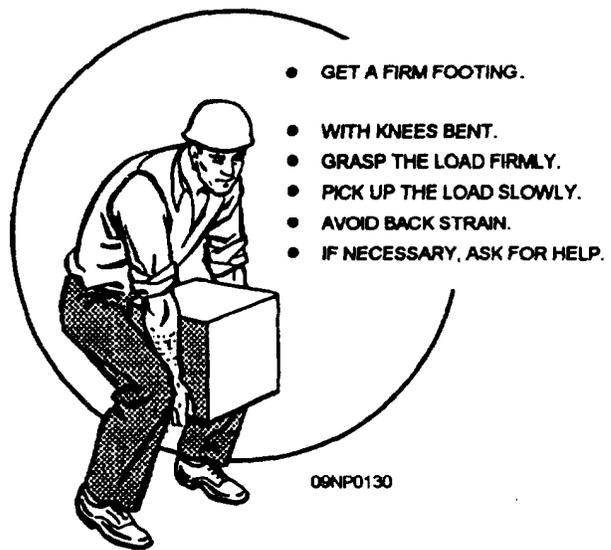


Figure 13-31.-Manual lifting.

from or lowered into the hold. The hold crew should take cover either fore or aft of the square of the hatch.

When a draft is lowered into a hold, it should be stopped approximately 1 foot above its intended landing spot. After the draft has been stopped, the hold crew should then come from under the deck and guide the draft to the desired landing area. Slings or bridles are easily removed from drafts by four crewmen working in pairs. The slings or bridles should be steadied before being hoisted out of the hold. If they are permitted to swing widely during hoisting, they may become entangled in hull fittings or cargo and cause damage to the equipment or cargo or injury to personnel.

You can safely handle small cases on a horizontal conveyor described earlier. For some cargo, you may even substitute finished lumber or waxed dunnage for conveyors. If wakening space permits, pallet trucks, pallet jacks, handtrucks, or dollies may be used to move cargo to the storage location.

SUPERVISORY RESPONSIBILITY

If you are in charge of a working party or cargo-handling crew, their safety and proper cargo handling are your responsibility. To prevent injuries to personnel and damage to cargo and ship, all safety precautions must be observed and enforced. Danger is ever present during the handling of any cargo aboard ship.

Through minor accidents or improper handling, cargo-handling equipment or the cargo itself may

become potentially dangerous or unusable without showing visible evidence of damage. If in doubt concerning damage to cargo or safety of equipment, report it to your immediate superior or the cargo officer.

Inspection and maintenance of the pier or wharf are primarily the responsibility of the shore station. However, such defects as bad flooring should be reported. In some cases, temporary repairs must be made to make cargo operations safe.

People may try to use faulty or incorrect cargo-handling equipment and injure themselves or others. Many accidents are caused by pure carelessness. The human factor is always present in accidents, but it can be partially overcome by

- Thorough training in the use of cargo-handling equipment
- Instruction in safety
 - Safety precautions to observe
 - Penalties for violations of prescribed safety measures
- Alert supervision

The following is a guide you may use in discharging your responsibility as a supervisor.

- Tell and demonstrate how to work safely.
- Never permit personnel to stand or work under suspended slingloads.
- Tell and demonstrate how to grip slings and bridles.
- See that personnel stand out of the bight, and clear of the throw of the block and hook when using a bull line to move cargo.
- Show personnel how to break down or build piles of Slingloads and safely break out and stow cargo.
- Show your crew how to lift properly.
- See that your crew does not enter dark places (holds, decks, or compartments) without a light.
- Discourage the wearing of rings, gauntlet-type gloves, and trousers with legs so long that they are tripping hazards.
- Ensure that your crew wears safety shoes and helmets while handling cargo.
- Do not permit the use of holders in the square of the hatch when the hoist is moving.

- Ensure your crew's alertness. Have the hold crew take occasional breaks topside for fresh air if necessary.
- Know where to obtain suitable antislip material if the need should arise.
- Know what to do in case of injuries.
- Know the location of fire axes, hose, and other firefighting equipment.
- Know how to remove personnel quickly from the hold should a fire develop or they require medical attention.
- Observe your crew and ensure that they work in a safe manner.

Do not block passageways or openings (doors, hatches, etc.) with cargo, hatch beams, or other material, without permission from the responsible head of department. If a passage must be blocked off, do it in a manner which will enable personnel to regain quick access.

The need for speed in emergency situations or during underway replenishment may outweigh the value of some safety precautions that would ordinarily be taken. However, do not suspend a safety practice unless the degree of urgency warrants it. In all decisions affecting safety, during usual or unusual conditions, there is no substitute for good judgment and experience.

SAFE CARGO-HANDLING PRACTICES

The following list of safety precautions should be observed by all cargo handlers.

- Wear safety shoes and helmets.
- Do not wear rings.
- Use the accommodation ladder or brow for boarding or leaving the ship.
- Use the ladders in the square of the hatch only when hoist is not in motion.
- Use the walkway on ship's side away from the side on which cargo is being worked.
- Secure all lashings to permanent deck fastenings. Never depend on movable objects lying on deck (dunnage, hatch covers, etc.).
- Secure hatch rollers properly.
- Lower blocks, crowbars, slings, bridles, and other objects into the hold by cargo falls or other lines. Do not drop or throw.

- Stack hatch covers in an orderly manner. Disorderly piles create tripping and stumbling hazards.
- Lay strong backs flat to prevent tipping over.
- When removing or repairing strongbacks, keep them between you and the open hatch.
- Stand in the clear away from suspended loads,
- When steadying loads, always fire them and keep your feet in the clear.
- Stand clear of slings being pulled from under loads.
- Stand clear when strongbacks and hatch covers are handled on the deck above.
- Be particularly careful when handling objects with sharp or rough edges.
- Learn and practice proper lifting techniques to prevent strains and sprains.
- Never walk backward.
- Step down from elevations, do not jump.
- Report all defects in tools, materials, and equipment.
- Report all injuries, however slight, and get immediate first aid or medical attention.
- Do not smoke in holds or storerooms.
- Learn the location of fire alarm boxes and firefighting equipment.
- Do not engage in horseplay, practical jokes, or arguments while working cargo.

CHAPTER 14

PREPARATION AND SHIPMENT OF MATERIAL

Material movement, as discussed in this chapter, is the shipping of material from one geographical area to another. It does not include local deliveries to and from supported activities.

A lot of material moves daily in support of naval operations. This represents a substantial en route dollar value. Many of the en route items affect to some degree the operational capabilities of naval activities. Material movement is an essential link in the chain of supply support. As a result of improper documentation and marking, shipments are delayed, misrouted, or lost. Man-hours are lost tracing these delinquent shipments. More important, the lack of critically needed parts may reduce the operational readiness of the intended recipient.

You may become involved in material movement when assigned to the shipping section of a supply department. Also as a member of the supply department duty section, you may be required to ship an urgently required item to a requisitioner. You should be aware of the procedures for documenting and assembling material for shipment. This chapter discusses the procedures for shipping material using the Department of Defense Transportation System (MILSTAMP) commercial carriers, and mail. Packing and marking of material for shipment and safety requirements are also discussed.

TERMS

This chapter contains terms about the shipment of material with which you may not be familiar. These terms are found in the glossary of this TRAMAN.

SHIPPING ACTIVITY RESPONSIBILITIES

The DOD MILSTAMP prescribes the shipping activity's responsibilities and procedures for preparation, documentation, and clearance of shipments. In general, the shipping activity is responsible for the following:

- Planning the shipment.
- Determinating and assigning a transportation priority in accordance with the Uniform Material Movement and Issue Priority System

(UMMIPS) and selection of the mode of shipment.

- 1 Accomplishing the functions required in the offering and acceptance procedures for the movement of material.
- 1 Selecting the applicable Transportation Account Code (TAC).
- 1 Preparing shipment documents.
- 1 Maintaining records of the shipment of material.

SHIPPING FORMS

Shipments of material may be made using DD Form 1348, DD Form 1348-1, or DD Form 1149 covering the material. You as the shipper, must maintain a log in the shipping office as your formal record of shipment

The shipping date must also be placed on the transfer document and filed.

The invoice is a very important document. This is because it actually transfers accountability from your ship to the receiver. It lists the items contained in the shipment and shows the price of each item, external markings, weight, and cubic capacity of the package. One copy goes with the shipment and another is sent to the receiving activity.

The Transportation Control and Movement Document (TCMD) is used for shipments made by other than parcel post.

TRANSPORTATION OFFICER RESPONSIBILITIES

NAVSUP Manual, paragraph 52100, authorizes only transportation officers to select the mode of carriage. This authority is restricted to Navy properly being transported within the United States. Also, under this authority the transportation medium to whom a Navy shipment will be tendered for transportation. As used herein, the term "transportation officer" applies to any individual performing traffic management functions at military activities whether or not that is the organization title of the individual. It is not expected that activities will be reorganized to reflect the term "transportation officer." The officers assigned as

described in subparagraphs 1 through 4 are designated as transportation officers as follows:

1. At naval activities having supply organizations, the senior supply officer will be the transportation officer. Or this officer may designate an assistant to act as the transportation officer. At large naval activities, an officer other than the one designated may be the household goods transportation officer.
2. At naval activities having no supply officer, the commanding officer may designate an officer to perform the duties of the transportation officer.
3. The following representatives of the Naval Material Command and their official assistants are designated as transportation officers with respect to material procured or transported through contracts under their administration.
 - a. Naval plant representatives.
 - b. Naval plant technical representatives.
 - c. Supervisors of shipbuilding, United States Navy.
 - d. Naval Facilities Engineering Command officer in charge of construction.
 - e. Coast Guard inspectors of construction, when the Coast Guard is operating as part of the Naval Establishment.
4. Industrial managers, assistant industrial managers, and resident industrial managers of the Naval Ship Systems Command are designated as transportation officers with respect to material procured or transported through contracts under their administration.

MILSTAMP

MILSTAMP provides a means to control the performance of the transportation system from the shipper to the users. It also provides for the efficient use of the Defense Transportation System capabilities. It permits greater efficiency in shipment planning. Documents used are uniform, and the system is compatible with MILSTRIP. A standard transportation priority system is based on the Uniform Material Movement and Issue Priority System (UMMIPS).

MILSTAMP is mandatory for all military services and other agencies using the Defense Transportation System. It does NOT, however, apply to the following:

- Internal shipments on military installations or local area shipments in support of satellite activities.
- MAP (Military Assistance Program) movements arranged by receiving countries, if the DOD Transportation System is not used.
- Shipments by mail.
- Shipments on commercial bills of lading from, to, or between contractor plants.
- Shipments of bulk petroleum products.
- Movement of passengers.

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT

In any material transportation system, there is a need for certain information and data. This is accomplished with the use of a single comprehensive control document. This document is referred to as the Transportation Control and Movement Document, DD Form 1384 or TCMD. The shipper is responsible for preparing the TCMD in its various forms and formats. These include the DD Form 1348, punch card formats, and message formats. (See figure 14-1.) Any DOD activity, fleet unit, government agency, or contractor making authorized shipments within the DTS is required to use TCMDs.

Purpose of a TCMD

The TCMD is a multipurpose document designed to:

- identify the material in a shipment and provide needed transportation data. It takes the place of airbills, Navy cargo documents, and material routing sheets.
- obtain clearance and provide advance notice to intermediate transshipment points that a shipment is to be expected.
- provide the information needed to trace a shipment.

Contents of TCMDs

Prime Shipment Unit TCMD Data Elements are shown in figure 14-2. MILSTAMP provides an explanation of how to prepare the TCMD.

Assignment of TCN

At this time, the shipment's unique identifying number, the Transportation Control Number (TCN) is determined and entered on the TCMD as described in MILSTAMP. The TCN is a 17-digit number.

**REFERENCE LIST FOR
PRIME SHIPMENT UNIT TCMD DATA ELEMENTS**

<u>Punch Card Column</u>	<u>DD Form 1384 Block</u>	<u>Data Element</u>	<u>MILSTAMP Reference for Codes</u>
1-3	1	Document Identifier Code	Section I, Appendix B
4-8	2	Container or Trailer Number	Section II, Appendix B
9-14	3	Consignor	Shipping Activity DODAAC, Appendix A
15-19	4	Commodity and Special Handling Code	Section III, Appendix B (water) Section XII, Appendix B (air)
20	5	Air Dimension	Section XIII, Appendix B
21-23	6	POE/APOE Identifier	Section IV, Appendix B (water) Section XIV, Appendix B (air)
24-26	7	POD/APOD Identifier	Section IV, Appendix B (water) Section XIV, Appendix B (air)
27	8	Mode of Shipment	Section XVI, Appendix B
28-29	9	Type Pack	Section XVII, Appendix B
30-46	10	TCN	Appendix K
47-52	11	Consignee	DODAAC of ultimate consignee for shipment. From DD Form 1348-1 or other source document
53	12	Transportation Priority	Appendix L
54-56	13	RDD	DD Form 1348-1 or other source document
57-59	14	Project	DD Form 1348-1
60-62	15	Day Shipped	Section XVIII, Appendix B
63	16	ETA	Section XIX, Appendix B
64-67	17	TAC	Volume II, MILSTAMP
68-71		Pieces	Total pieces in shipment unit
72-76		Weight	Total weight of shipment unit
77-80		Cube	Total cube of shipment unit

09NP0131

Figure 14-2.-Prime Shipment Unit TCMD Data Elements.

CONSOLIDATED SHIPMENTS

When several shipments, each having a TCN, are grouped for a consolidated shipment, the shipping activity selects the TCN having the highest priority or earliest RDD from the individual shipments. That TCN is assigned to the consolidated shipment. Consolidation of shipments and assignments of TCNs are illustrated in figure 14-3.

Routing Shipments in Defense Transportation System

Transportation officers releasing Navy-sponsored shipments for movements from or within CONUS must obtain clearance from the clearance authority shown in the MILSTAMP.

For shipments originating at overseas activities, the transportation officer obtains routing and clearance from either the Navy Air Routing Activity (*NAVSUP Manual*, Volume V) or Navy Sea Cargo Coordinator (*NAVSEACARCOR*) (*NAVSUP Manual*, Volume V).

For fleet units this function is provided by the transshipment activity.

TCMD Distribution

The TCMD is distributed by the shipping activity as prescribed by the MILSTAMP.

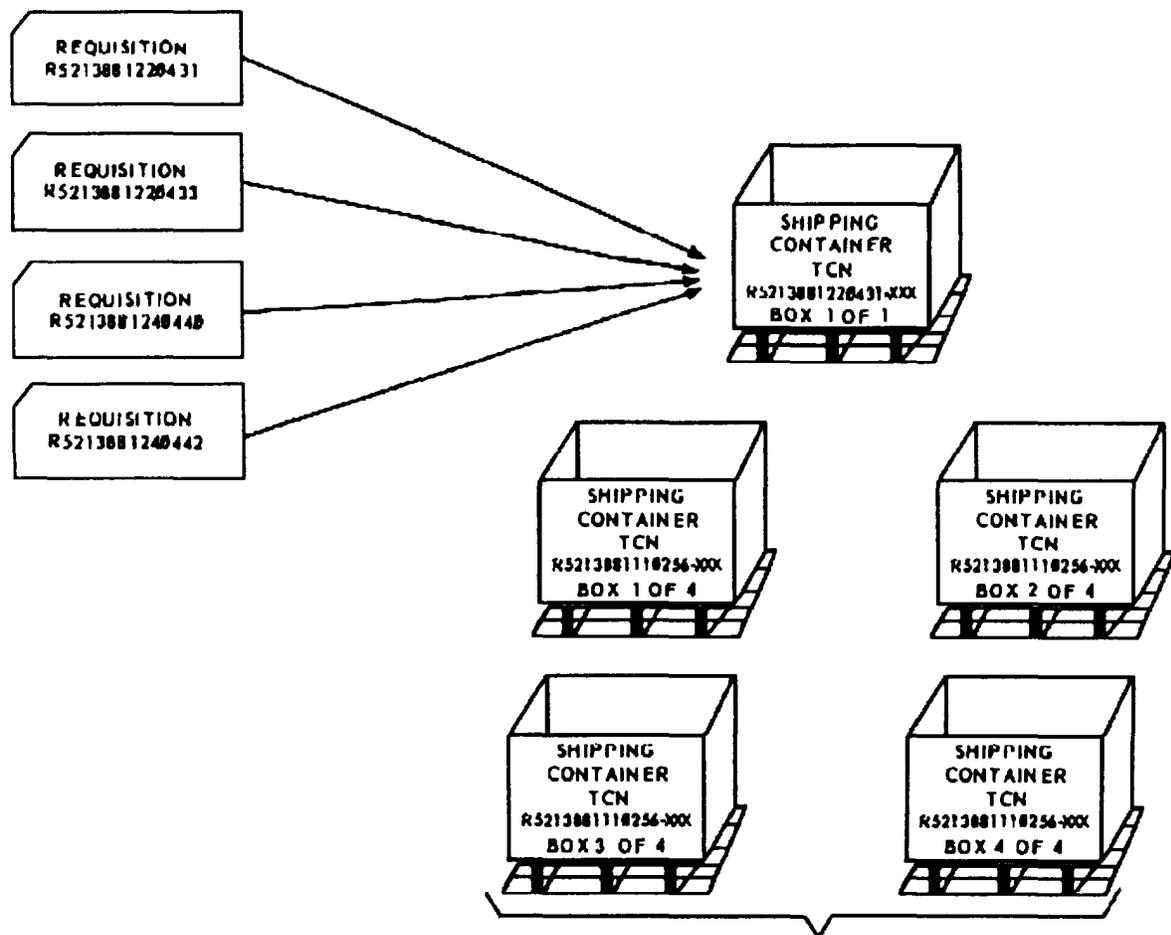
TCMD Update

At a transshipment point the TCMD is updated by adding the following data:

- Date the shipment is received.
- Date the shipment is forwarded.
- Mode of transportation to the next point.

A New DD Form 1384 is Prepared

When a transshipment activity consolidates several shipments. The new DD Form 1384 becomes the TCMD for the consolidated shipment. The TCN



09NP0132

Figure 14-3.-Consolidation of shipments.

assigned in this case is, again, that of the most urgent individual shipment unit involved in the consolidation.

Evaluation of the Transportation System

An Intransit Data Card (IDC) is prepared for each TCMD by the shipping activity. The IDC is then sent to the receiving activity for use in measuring the

effectiveness of the transportation system. If a transshipment activity is involved, it completes the IDC as a receiver and prepares a new IDC for the transshipment. The IDC is completed by showing the receipt date (and hour for air movements) and is sent to the Central Data Collection Point. Refer to the MILSTAMP for additional information.

U.S. GOVERNMENT BILL OF LADING ①
ORIGINAL B/L NO. **K-4,111,428**

TRANSPORTATION COMPANY TRANSFERRED TO → ABC Railroad Company ②		SCAC ABCD	ROUTE ORDER/RELEASE NO. (INXXOO206)A2DC ③	
STOP THIS CAR OR TRUCK AT		CAR-TRUCK-CONTAINER (Length/Width/Height) 40'6" 40'6" 100,000	MARK CAPACITY GROSS NET 100,000 100,000	DATE B/L ISSUED 750114 750116 ⑨
FOR CAR, TRUCK OR CONTAINER INITIALS AND NO. ABC 1234 ④ ⑤		IF EXTRA SERVICES ARE ORDERED SEE ADMINISTRATIVE DIRECTIONS NO. 2 ON REVERSE		
RECEIVED BY THE TRANSPORTATION COMPANY NAMED ABOVE SUBJECT TO CONDITIONS NAMED ON THE REVERSE HEREOF. THE PROPERTY HEREINAFTER DESCRIBED, IN APPARENT GOOD ORDER AND CONDITION (CONTENTS AND VALUE UNKNOWN), TO BE FORWARDED TO DESTINATION BY THE SAID COMPANY AND CONNECTING LINES. THERE TO BE DELIVERED IN LIKE GOOD ORDER AND CONDITION TO SAID CONSIGNEE.		FROM Midwest Army Depot, IL ⑩ SPLC 383123		
CONSIGNEE Transportation Officer Southern Outport New Orleans, LA 70146 ⑬		FULL NAME OF SHIPPER Transportation Officer Midwest Army Depot, IL 60074 ⑪		
DESTINATION (Name of line, last DCD) Southern Outport ⑭ 750121 SPLC 647000		CHARGES TO BE BILLED TO Chief, Transportation Division US Army Finance Support Agency Indianapolis, IN 46249		
New Orleans, LA 70146 (Street address) (City) (State or country) (ZIP code)		BUREAU OR OFFICE Indianapolis, IN 46249		
ABCD-EFGH ⑮		APPROPRIATION CHARACTERS 57X44060. 162 12345 ⑰		
APPLIED BY:		CONTRACTORS WILL RETURN UNUSED OR CANCELED BILLS OF LADING TO GOVERNMENT OFFICE FROM WHICH RECEIVED.		
PACKAGES		DESCRIPTION OF ARTICLES (Use carrier's classification or tariff description if possible; otherwise use a clear nontechnical description)		NUMBERS OF PACKAGES
NO.	KIND	CLASSIFICATION NO.		WEIGHTS
22	Boxes	UFC 34580 ⑱	Electrical Appliances or Instruments, Nobin	1 thru 22
5	Pallets of			Gross 30,000
4	Boxes			Pallets 500
1	Pallet of			Freight 29,500
2	Boxes			
⑮		⑳ Total cube 1250 ft.		
IF THIS SHIPMENT FULL LOADS THE CAR OR TRUCK USED, CHECK <input type="checkbox"/> YES		FOR USE OF ISSUING OFFICER CONTINENTAL OR PURCHASE NUMBER Ren-F4-1954a ⑳ DATED _____		
CARRIER FURNISHED <input type="checkbox"/> PICK UP SERVICE AT ORIGIN <input type="checkbox"/> TRAP-CAR		F.O.B. POINT NAMED _____		
INITIALS OF SHIPPER'S AGENT _____		NAME OF ISSUING OFFICER John Doe, Capt ㉕A		
NAME OF TRANSPORTATION COMPANY → ABC Railroad Company ㉓		NAME OF ISSUING OFFICER T.A. for T.O. ㉕A		
DATE OF RECEIPT OF SHIPMENT 750116 ㉔		ISSUING OFFICE Midwest Army Depot ㉕A		
SIGNATURE OF AGENT _____		Midwest IL 60074		
CERTIFICATE OF CARRIER BILLING FOR CHARGES-CONSIGNEE MUST NOT PAY ANY CHARGES ON THIS SHIPMENT				
ON _____ AT _____ THE _____				
DELIVERED THIS CONSIGNMENT COMPLETE AND IN APPARENT GOOD ORDER EXCEPT AS MAY BE INDICATED HEREINAFTER				
<input type="checkbox"/> CARRIER OS&D REPORT ATTACHED <input type="checkbox"/> CARRIER FURNISHED <input type="checkbox"/> DELIVERY <input type="checkbox"/> TRAP-CAR SERVICE AT DESTINATION <input type="checkbox"/> DAMAGE				
STANDARD FORM 1103 January 1974 5 GAO 3 1103-116				

*SHOW ALSO CUBIC MEASUREMENTS FOR SHIPMENTS VIA AIR, TRUCK OR WATER CARRIER IN CASES WHERE REQUIRED.

86NP0183

Figure 14-4. Sample of a Standard Form 1103.

Bill of Lading

Shipments made by commercial carrier to a military transshipment point may be documented on both a government bill of lading (GBL) and a TCMD. The government bill of lading is for the carrier's use as a movement and revenue document to the transshipment point. The TCMD becomes the basic movement control document for the military transshipment point.

GOVERNMENT BILLS OF LADING

The U.S. Government bills of lading (Standard Forms 1103-1 106) and the U.S. Government transit bills of lading (DD Forms 1131-1134) are used to the procurement of commercial (outside of the DTS) transportation services. Only transportation officers are authorized to issue GBLs. An example of a standard form 1103 is shown in figure 144. All copies of this form are receipted by the carrier's name, the date of receipt, and the signature of the carrier's agent. The copies are then distributed as specified in the MILSTAMP. The transit bills of lading are only used when stopoff in transit privileges are afforded under rail tariffs. They do exit but will not be discussed further in this TRAMAN. Detailed procedures for using the GBL are provided in the *Military Traffic Management Regulations* (MTMR), NAVSUPINST 4600.70

LABELS, TAGS, AND SPECIAL HANDLING CERTIFICATION

The following paragraphs contain information about military shipment labels and tags and the special handling certification requirements.

Military Shipping Labels and Tags

All shipments moving within the DTS require labeling to facilitate the timely movement of material and delivery to the consignee. The shipping activity makes sure that the right marking is applied.

The DD Form 1387 (shipment label) and DD Form 1387-1 (shipping tag), which are illustrated in figures 14-5(A) and 14-5(B) respectively, are examples of the shipment labels and tags required by MILSTAMP. The only difference is that the label is glued to the shipping container while the tag is tied on.

Military Shipment Label (DD Form 1387) and Military Shipping Tag (DD Form 1387-1) are available with a red border (W-inch wide) for transportation priority 1 and a blue border for transportation priority

2. Color identification is not authorized for transportation priority 3. Alternatively a plain form may be used provided the transportation priority number is printed in the appropriate block and the applicable color border is applied with a felt tip marker.

Special Handling Data/Certification

DD Form 1387-2, shown in figure 14-6, is applied to each piece of cargo to be shipped military air (including QUICKTRANS) when it is necessary to identify the characteristics precautionary measures, or special instructions for the safe handling of dangerous, hazardous, or classified material, or other shipments requiring special handling. Refer to List of Items Requiring Special Handling for detailed information in using this form.

Hazardous Material Labeling

The List of Items Requiring Special Handling (LIRSH) identifies hazardous items by national stock number and nomenclature. MIL-STD-755A provides for the selection and application of labels. If the material is not labeled and it is suspected of being hazardous, the HMIS or weapons office should be consulted. Care should be exercised to make sure that ammunition, explosives, and dangerous articles (weapons) are turned in only to activities that are authorized to handle such material. If the item is suspected of being radioactive, immediately consult your safety office. Some of the more common hazardous material labels are briefly discussed in the following paragraphs. Figure 14-7 contains the national stock numbers (NSNs) and form numbers for authorized labels.

FLAMMABLE SOLIDS.— Solid substances other than those classified as explosives, that are liable, may cause fires through friction, absorption of moisture, or spontaneous chemical change. Some examples are magnesium scraps, matches, nitrocellulose base film, rubber, etc.

OXIDIZING MATERIALS.— Substances that yield oxygen readily under certain conditions (such as when heated) to stimulate and/or support the combustion of organic matter. Oxidizing materials include permanganate, sodium nitrite, calcium hypochlorite (bleaching powder), chlorinated lime, etc. In addition, certain items (such as bleaching powders) are not classified as hazardous by the ICC. Because of this, materials identified as oxidizers should be identified with the appropriate label.

(A)

TRANSPORTATION CONTROL NUMBER VO33667285NO22XXX		RDD 909	PROJECT AKO
FROM: NBC NORFOLK		TRANS PRIORITY 1	
TO: (POE when applicable) NORFOLK (NGU)			
POD (when applicable) ROTA (ROT)			
ULTIMATE CONSIGNEE OR MARK FOR USS AMERICA CVA-66 VIA NOACT ROTA			
PIECE NO 1	TOTAL PIECES 1	WEIGHT 35	CUBE 2
DD FORM 1387, 1 APR 68		EDITION OF 1 APR 68 REF ID: A68333	

RED BORDER

BLUE BORDER

(B)

TRANSPORTATION CONTROL NUMBER R0973972090026XXX		RDD 224	PROJECT
FROM: NAS NORTH ISLAND		TRANS PRIORITY 2	
TO: (POE when applicable) TRAVIS AFB (SUU)			
POD (when applicable) HICKAM (HIK)			
ULTIMATE CONSIGNEE OR MARK FOR USS KEARSARGE CVS-33			
PIECE NUMBER 1	TOTAL PIECES 3	WEIGHT THIS PIECE 87	CUBE THIS PIECE 7

DD FORM 1387-1, 1 APR 68

EDITION OF 1 APR 68 WHICH MAY BE USED

MILITARY SHIPPING TAG

09NP0133

Figure 14-5.-(A) Military Shipment Label, DD Form 1387; (B) Military Shipment Tag, DD Form 1387-1.

RED BORDER

SPECIAL HANDLING DATA/CERTIFICATION			
TRANSPORTATION CONTROL NUMBER V033873056503XXX ①	NOMENCLATURE OF ITEM PAINT ③	NET EXPLOSIVE WEIGHT 35 ⑤	GROSS WEIGHT 35 ⑥
DESTINATION USS SEABORI LA ②			
HANDLING INSTRUCTIONS FLAMMABLE LIQUID - Damaged packages must be removed to a safe place - keep away from fire heat and open flame - store in cool, well-ventilated area. ④		SHIPPER CERTIFICATION: This is to CERTIFY that the contents of the packages in this shipment are properly described by name and are packed, marked, and in proper condition for transportation in accordance with: <input type="checkbox"/> SUPPLEMENTARY 5-2 (I AFM 71.8, TM 38-208, NAVPERS 10-25-002 AND MOD PAR 5.15) <input type="checkbox"/> OFFICIAL AIR TRANSPORT RESTRICTED ARTICLES TAFFY 6, CAB NO. 32 ⑦ <input type="checkbox"/> OTHER (specify) <input type="checkbox"/> IN SHIPMENT WITHIN PASSENGER/CARGO AIRCRAFT LIMITATIONS	
DD FORM 1387-2, 1 APR 68		SIGNATURE <i>E. J. Fawcett</i>	DATE 12-2-69
REPLACES EDITION OF 1 APR 68, WHICH MAY BE USED.			

09NP0134

Figure 14-6. Special Handling Data/Certification, DD Form 1387-2.

FLAMMABLE LIQUIDS.— Liquids having a flash point below 100 degrees F and do not meet one of the compressed gas definitions.

CORROSIVE LIQUIDS.— Acids, alkaline, and other liquids that, when brought into contact with living tissue, will cause severe damage by chemical action. In case of leakage, these substances will materially damage the aircraft structure (in case of air shipment), or will destroy other freight, or cause fire when in contact with organic matter or with certain chemicals. Corrosive liquids include nitric acid, sulfuric acid, battery fluid, etc.

POISONOUS MATERIALS.— Poisonous materials are divided into three classes as follows

1. Class A, Extremely dangerous.
2. Class B, Less dangerous.
3. Class C, Imitating or dangerous to health.

The label for poisonous materials is the same size and shape as the other labels.

HAZARDOUS RADIOACTIVE MATERIALS are identified by labels shown in figure 14-7.

HAZARDOUS MAGNETIC MATERIALS are identified by labels shown in figure 14-7.

INDUSTRIAL CHEMICALS/MATERIALS are identified by MIL-STD Symbol 1341. The MIL-STD symbol is a square label within which is centered a large diamond symbol, segmented into four parts. The top three parts reflect the type of hazard with respect to health, flammability, and reactivity and the lower fourth part reflects the specific hazard of the material, when not specifically describable by any or all of the other three parts. In addition, the categories of health, flammability, and reactivity show numerical degrees of hazard varying from zero (0) through 4 to signify no hazards, slightly dangerous, moderately dangerous, dangerous or extremely dangerous, respectively. (See figure 14-8.)

BASIC CARGO DOCUMENTS

Basic cargo documents are normally prepared by the loading activity. They are used to standardize shipping procedures for military cargo or military-sponsored cargo. These documents are:

- Cargo Stowage Plan. (No prescribed form.)

- Cargo Manifest Water. The Navy currently uses Transportation Control and Movement Document (DD Form 1384). Other services use Cargo Manifest (DD Form 1385).
- Cargo Manifest Recapitulation (Water) (DD Form 1386).

The following paragraphs discuss the use of these documents.

Cargo Stowage Plan

A cargo stowage plan is a diagram of a ship's cargo space that shows the location in the ship (on and below deck) of all the cargo aboard. The stowage plan shows accurately the location of cargo by hatches. It also shows the cargo for each port en route, the location of heavy lifts, the capacity and location of ship's booms, remarks on special items of cargo (location and quantity of mail, classified cargo, protected cargo, and so forth).

The stowage plan shows cargo in the lower holds in profile (side view) and cargo on the deck and 'tween deck (top view).

The cargo for each port of discharge is shown on the stowage plan by a different color. If it is not practical to use a color code, the stowage plan may show the location of cargo by cross-checking, shading, or some other means. If all the cargo is for one port, no coding is necessary.

All cargo is shown on the stowage plan in long tons (2240 pounds) and measurement tons (40 cubic feet).

The cargo stowage plan serves much the same purpose as the stock locator file does in the storeroom. It helps organize loading so that the cargo is accessible for unloading and quickly identifies the location and type of cargo for any given port.

Ocean Manifest

The Transportation Control and Movement Document (TCMD), DD Form 1384, and the Cargo Manifest, DD Form 1385, are commonly referred to as the Ocean Manifest. Each loading activity prepares the manifest to cover all cargo loaded at that point. A separate manifest is prepared for each discharge port, each hatch location, and each consignee.

ADD Form 1384 is shown in figure 14-9 prepared for an ocean manifest.

Cargo Manifest Recapitulation

A Cargo Manifest Recapitulation, DD Form 1386, is a summary of all the cargo loaded into a ship by each shipping activity, as listed in detail on the ocean

manifests covering the cargo. This recapitulation shows:

- Name of ship
- Status of the ship



NOMENCLATURE-EXPLOSIVE A
STOCK NO.-7500-00-118-0032
FORM NO.-SF 400



EXPLOSIVE B
7540-00-118-0083
SF 401



EXPLOSIVE C
7540-00-118-0113
SF 402



NOMENCLATURE-NON-FLAMMABLE GAS
STOCK NO.-7540-00-118-0156
FORM NO.-SF 403



FLAMMABLE GAS
7540-00-118-0231
SF 404



FLAMMABLE LIQUID
7540-00-118-0237
SF 405



NOMENCLATURE-FLAMMABLE SOLID
STOCK NO.-7540-00-118-0872
FORM NO.-SF 406



OXIDIZER
7540-00-118-0340
SF 407



ORGANIC PEROXIDE
7540-00-118-0343
SF 408

71NP0022

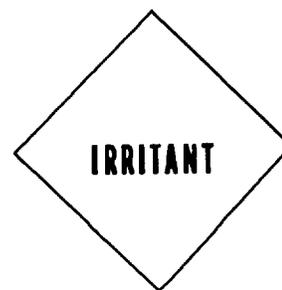
Figure 14-7.—Authorized hazardous material labels.



NOMENCLATURE-POISON GAS
STOCK NO.-7540-00-118-0367
FORM NO.-SF 409



POISON
7540-00-118-0535
SF 410



IRRITANT
7540-00-118-0565
SF 411



NOMENCLATURE-IRRITANT
(Skull & Bones)
STOCK NO.-7540-00-118-0575
FORM NO.-SF 412



RADIOACTIVE I
7540-00-118-0583
SF 413



RADIOACTIVE II
7440-00-118-0609
SF 414



NOMENCLATURE-RADIOACTIVE III
STOCK NO.-7540-00-118-0610
FORM NO.-SF 415



CORROSIVE MATERIAL
7540-00-118-0611
SF 416



SPONTANEOUSLY COMBUSTIBLE
7540-00-118-0614
SF 418

71NP0023

Figure 14-7.-Authorized hazardous material labels—Continued.

- A listing of all heavy lifts by location and destination and a notation to show whether they can be handled by the ship's equipment
- A listing of mail by location and destination
- Total cargo aboard for each service and each port of discharge
- Government-owned dunnage, lashing, and securing gear.



NOMENCLATURE--MAGNETIC
 (15 FOOT) 5" X 5"
 STOCK NO.--7540-00-139-4757
 FORM NO.--OF 75

A

MAGNETIC (15 foot) 10" x 8"
 7540-00-139-4758
 OF 76



NOMENCLATURE--MAGNETIC
 (50 foot) 5" x 4"
 STOCK NO.--7540-00-139-4777
 FORM NO.--OF 78

B

MAGNETIC (50 foot) 10" x 8"
 7540-00-139-4784
 OF 79

71NP0024

Figure 14-7.—Authorized hazardous material labels—Continued.

FLEET FREIGHT

Freight may be defined as material received aboard naval ships for shipment to a specified consignee at another location. The term refers to material carried by

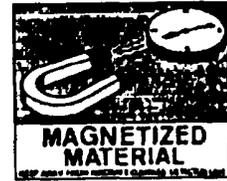
other than cargo ships. On ships that are not primarily cargo ships, the supply officer is responsible for the receipt, stowage, and delivery of freight. The same documents, described above, are prepared by the shore activity that delivers the material to the ship.



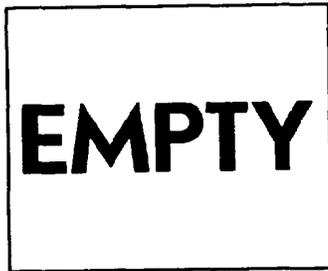
NOMENCLATURE-DANGER-PELIGRO
FORM NO.-L-20



DANGEROUS WHEN WET
7540-00-118-0880
SF 419



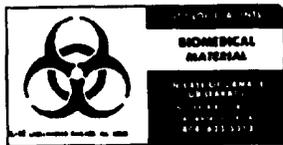
MAGNETIZED MATERIAL
LABELMASTER L-19



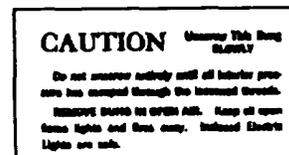
NOMENCLATURE-EMPTY
STOCK NO.-7540-00-118-0813
FORM NO.-SF 417



NOMENCLATURE-HARMFUL
FORM NO.-MCO-20



NOMENCLATURE-ETIOLOGIC AGENTS
STOCK NO.-7540-00-149-0575
FORM NO.-SF 240



BUNG
7540-00-139-4781
OF 77

71NP0025

Figure 14-7.-Authorized hazardous material labels—Continued.

There may be occasions when you will have to assist in receiving, stowing, and distributing freight. As the material and documents are delivered to the ship, a careful piece count must be made. The supply officer is required to

receipt for all material accepted as freight. It is not necessary to verify the contents of containers with quantities shown on invoices, but they should be checked for damage and evidence of tempering and/or pilferage.

If the Health Hazard diamond contains any one of these numerals: 1, 2, 3, or 4 -- do NOT store this item in the same area with items having the symbols: COR, ACID, ALK, or with Food, Clothing or Tobacco.

If the Specific Hazard diamond contains one of the following symbols, follow these precautions:



If any these symbols appear in this diamond: COR, ACID, or ALK -- this item should be stored in the ACID LOCKER or CORROSIVE STORAGE area, and should NOT be stored with items having the Health Hazard symbols 1, 2, 3, or 4.

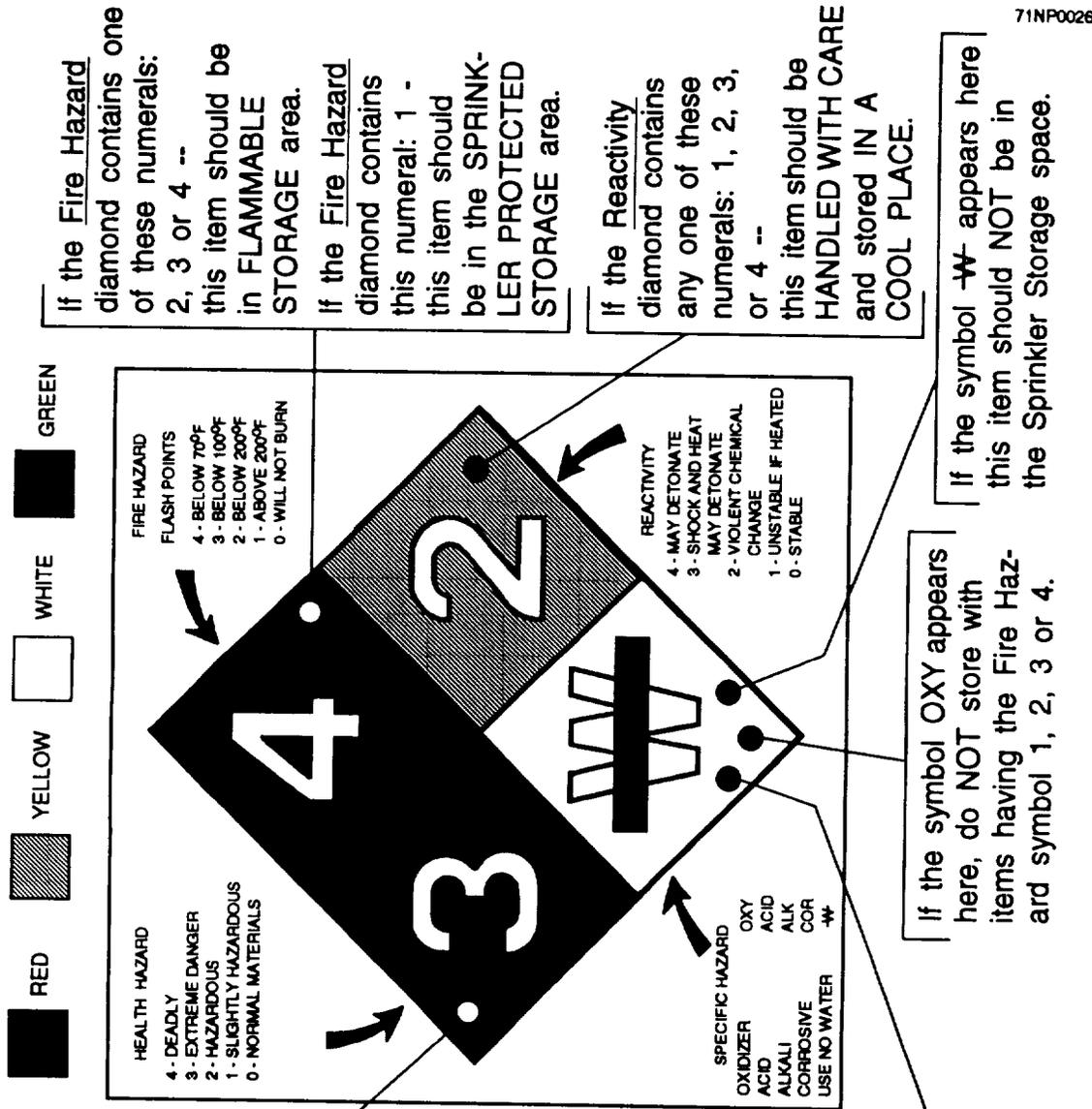


Figure 14-8.—MIL-STD Symbol 1341.

1. United States mail
2. Army and Navy vessels
3. Government air Service
4. Commercial carriers
 - a. Rail freight
 - b. Air freight
 - c. Motor truck
 - d. Freight forwarders
 - e. Ships of United States registry
 - f. Ships of foreign registry
 - g. Small parcel carriers (e.g., USPS, Federal Express).

DEGREE OF PROTECTION

The degree of protection given or required for packaging and packing to meet anticipated shipping conditions. Protection levels are defined as Levels A, B, and C. The level of packaging and packing of a shipment is marked on exterior activities of the level provided. An exterior containers in appropriate combinations to inform the receiving activities of the level provided. An exterior shipping container marked C/C indicates the packaging (first letter) and packing (second letter) are both Level C.

LEVEL A— The degree required to protect against the most severe conditions that may be encountered during shipment, handling, and storage.

LEVEL B—The degree required for protection when the condition are to be less severe than those requiring Level A, but more severe than time for which Level C is adequate.

LEVEL C—The degree required for protection under known favorable conditions during shipment, handling, and limited storage. Repairable must be given Level C protection since guarded handling is mandatory and the designated overhaul point is known.

TRANSPORTATION PRIORITIES

DOD Instruction 4410.6 established a Uniform Material Movement and Issue Priority System (UMMIPS) for the requisitioning and movement of material within the DOD distribution system. The policy and criteria established by UMMIPS for determining and observing the priority of material movement by shipping activities is implemented in DOD MILSTAMP Regulation. Transportation priorities (TPs) and movement criteria for material not covered by UMMIPS

are included in MILSTAMP for the purpose of expressing uniformity of demands for transportation service upon the Defense Transportation System (DTS).

The UMMIPS time standards imply that highspeed transportation may be necessary to meet the requirements of operating forces for high-priority material demands (priority designators 01-08). Under these conditions, the basic objective is to satisfy customer demands on time, without operating and transportation costs becoming an overriding factor.

Transportation priorities are normally assigned based on the priority designator of the requirement being shipped. Table 14-1 shows the relationship between priority designators and transportation priorities. TRANSPORTATION PRIORITIES WILL NOT BE UPGRADED except by specific modification to original supply demands. “EXPEDITED HANDLING” shipments (UMMIPS priorities 01-03 with code ‘999’ indicated in the RDD field of the requisition) will be afforded the highest precedence of handling prescribed in this regulation, overriding all other priorities, projects, and RDDs. In addition to the three TPs just mentioned TP4 is used in MAC airlift for deferred airfreight on the basis as authorized by MILSTAMP.

MILSTAMP AIR SHIPMENT

Air shipment within DTS is normally limited to transportation priorities 1 and 2 (PD 01-08) shipments. However, transportation priority 3 (PD 09-15) shipments with advanced RDDs may qualify. Naturally, air shipment would be used if it were more economical or if surface transportation were not available. The three major military airlift systems used by the Navy are the Military Airlift Command (MAC), QUICKTRANS, and Fleet Logistics Airlift System.

PACKAGING REPAIRABLE

The objectives of the mandatory turn-in repairable program are to expedite the immediate return of repairable, and to provide adequate packaging that will

Table 14-1. Relationship Between UMMIPS Issue Priority Designators (PD) and MILSTAMP Transportation Priorities (TP)

UMMIPS PD	Transportation Priority (TP)
01-03	1
04-08	2
09-15	3

ensure the safe return of an item. Detailed procedures for packaging of repairables are contained in *Supply Afloat Packaging Procedures*, NAVSUP P-484.

CARGO

On ships that are primarily cargo ships, a cargo officer (who may or may not be in the supply department) is assigned the responsibility of receipt, custody, stowage, and delivery of cargo.

CLASSES OF CARGO

Military cargo may be divided into the following general classification.

GENERAL—Miscellaneous material packed in boxes, bales, crates, packages, bundles, or on pallets.

PERISHABLES—Meats, fruits, vegetables, milk, and medical department supplies which must be kept under refrigeration.

VEHICLES—Wheeled and tracked equipment including weapons. Most vehicles need definite deck space, headroom, and other clearance.

TROOP SPACE CARGO—Seabags or barracks bags, footlockers, bedrolls, and office equipment. This cargo should be placed in an accessible stowage space.

HEAVY-LIFT CARGO—Exceeds the capacity of available booms and requires special handling equipment. The safe working load (SWL) is usually marked on the boom heel.

DANGEROUS CARGO—Explosives, flammable liquids and solids, oxidizing material, corrosive liquids, compressed gases, poisons, radioactive material, and other hazardous articles. Dangerous cargo may be referred to as “Label Cargo” because Federal regulations require that suitable warning labels be affixed to all such material.

SECURITY CARGO—Material of unusual value or of a highly pilferable nature which is given special handling, stowage, and protection; such as shipments of narcotics liquor, high-value technical equipment, and ship’s store stock.

CLASSIFIED CARGO—Shipments of equipment or publications classified as “confidential” or higher. These shipments must be safeguarded in accordance with the *Navy Security Manual for Classified Information*, OPNAVINST 5510.1.

CARGO LOADING

You should load and stow cargo in accordance with the stowage plan prepared by the cargo officer. How the cargo officer works up the plan depends on the amount and type of cargo and the way the ship is to be loaded. That is whether it is a combat load for an amphibious operation, fleet-issue load for replenishment at sea, or base load for an advanced base.

If it is a combat load, the articles of equipment needed first will be loaded last. Articles and supplies that will not be needed until later will go in the bottom of the hold. Vital equipment will be stowed where it can be offloaded first.

Fleet-issue loaded ships are not loaded to capacity because a lot of space is sacrificed to provide passageways. The passageways are required to make all items in the holds accessible. This material is transferred during underway replenishment as required by the receiving ships; therefore, it must be stowed so that all items are readily available.

The base load gives the cargo officer more leeway in planning, but still requires that cargo be loaded according to certain basic principles of stowage and rules of common sense.

In the stowage of cargo, the Navy strives to meet the following conditions:

- Protect the ship and crew from damage or injury,
- Protect the cargo from damage,
- Make maximum use of available space,
- Maintain maximum stability of the ship, and
- Attain speed in loading and unloading.

SHIP’S NOMENCLATURE

Cargo holds vary in size and shape depending on the ship and their location aboard ship. Typical forward and after holds are shown in figures 14-10 and 14-11 respectively. You will understand cargo handling in a ship’s hold much better if you are familiar with the applicable ship’s nomenclature.

CARGO STOWAGE

The following paragraphs discuss some of the basic principles of stowage. They are not only applicable to stowing cargo, but may also be used to good advantage when stowing ship’s material.

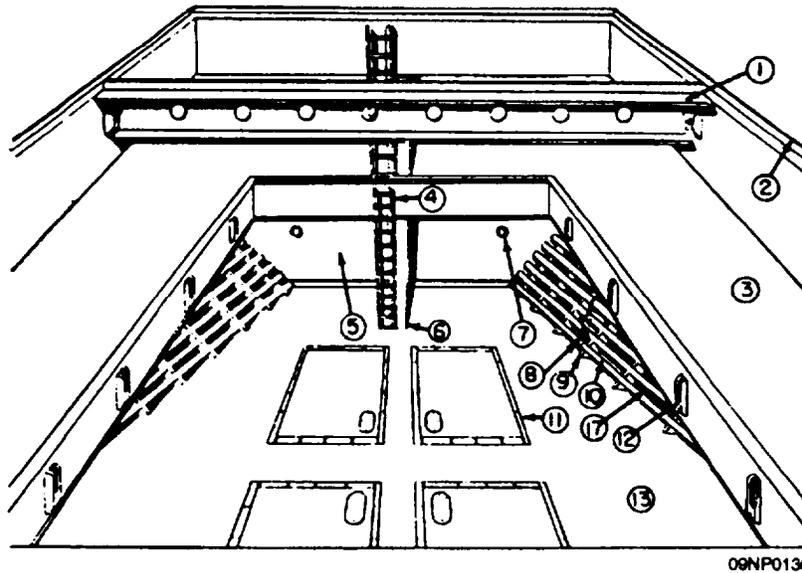
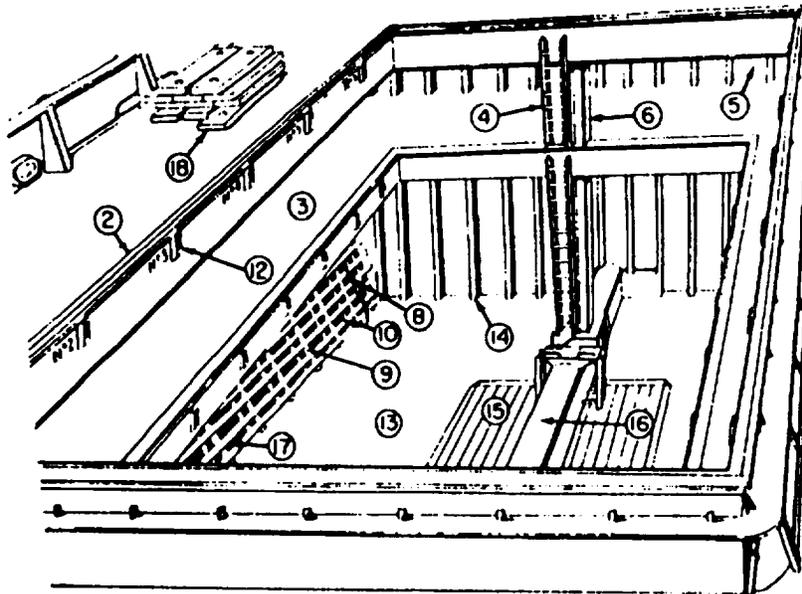


Figure 14-10.-Forward hold of a ship.



- | | | | |
|-----------------|--------------|------------------|--------------------|
| 1. Beam | 5. Bulkhead | 10. Sweat batten | 15. Ceiling planks |
| 2. Coaming | 6. Stanchion | 11. Tank top | 16. Shaft tunnel |
| 3. Tween deck | 7. Ring | 12. Beam socket | 17. Skin |
| 4. Hatch ladder | 8. Flare | 13. Lower hold | 18. Hatchboards |
| | 9. Frame | 14. Stiffener | |

Figure 14-11.-After hold of a ship.

USE OF DUNNAGE

Dunnage is any type of material used to protect the ship and the cargo. Generally, roughfinished, low-grade lumber is used, but you can also use burlap, cardboard, heavy paper, and metal battens.

The main function of dunnage is to make the cargo an integral part of the ship thereby protecting both the ship and the cargo. Dunnage has the following specific uses:

PREVENTS CHAFING—Dunnage prevents one article from robbing against another as illustrated in figure 14-12.

PREVENTS MOVEMENT—Figure 14-12 also shows dunnage between the last two bombs. It fills space which, if left unfilled, would permit the bombs to shift.

PROVIDES SEPARATION OF CARGO—Material such as burlap or heavy paper may be effectively used to separate types of material.



09NP0138

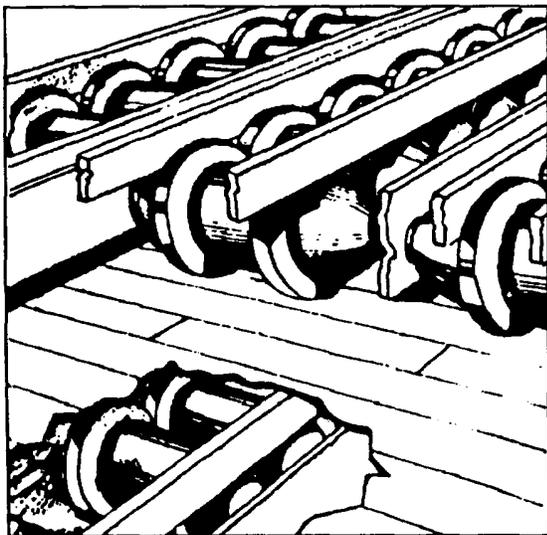
Figure 14-12.—Dunnage used to fill space.

EQUALIZES PRESSURE—Figure 14-13 illustrates how dunnage is used in “flooring off” to distribute the weight of cargo in succeeding layers.

CRIBBING—Cribbing consists of beams formed into a framework to provide support to heavy equipment or other material.

PERMITS DRAINAGE—When laid athwartships or fore and aft, according to the design of the ship, dunnage permits water to flow into the drainage system.

PROVIDES VENTILATION—When laid athwartships or fore and aft, according to the design of the ship, dunnage provides circulation of air through the cargo.



09NP0139

Figure 14-13.—Flooring off.

BULKHEAD—Dunnage makes a good bulkhead against a tier of cargo. Since the bulkhead will provide considerable stability to the cargo, suitable bracing must be installed.

CHOCKING AND BRACING—Dunnage can be used to chock and brace heavy machinery and crates to prevent shifting. Dunnage serves a useful purpose in stowing cargo, but it can also damage cargo. For example, wet dunnage in the hold of a ship produces excessive moisture that may damage the cargo. Oil-stained or dirty dunnage can contaminate foodstuffs. It is a good practice never to reuse dunnage until it has been inspected, washed and dried as needed, and sorted for specific purposes.

There is no definite set of rules governing the use of dunnage. When using it, you should also use thought and common sense.

Bagged Material

Many commodities are packaged in burlap or paper bags. Bagged cargo must be stowed so that it will not be damaged by moisture. Dunnage should be used to prevent it from touching stanchions, beams, or other structures that could cut or tear the bag.

Several ways of stacking bags are shown in figure 14-14. Alternating the bags such as shown in view A makes a more secure stack. The method in view B provides more ventilation for material that requires it. View C shows how dunnage may be used to tie together the stacks, making them more secure and also providing increased ventilation. Stacking as shown in view D permits more bags to be stowed in a given space but ventilation is greatly reduced.

Cases and Cartons

Generally, cargo consists of an assortment of wooden and fiberboard boxes and cases constructed in various sizes and shapes, and which may or may not be palletized. Careful planning is necessary when you are stowing such cargo. Skill is also necessary in placing dunnage. The largest and heaviest cases should be stowed in the lower holds, and the smaller boxes should be placed between and around them. This protects the smaller and lighter cartons and helps to keep the tiers level. Also less dunnage is required. Figure 14-15 shows another example of using dunnage to floor off, to distribute the weight of a second level of material evenly over the first. Using dunnage in this manner is particularly important when stowing containers of unequal size and weight.

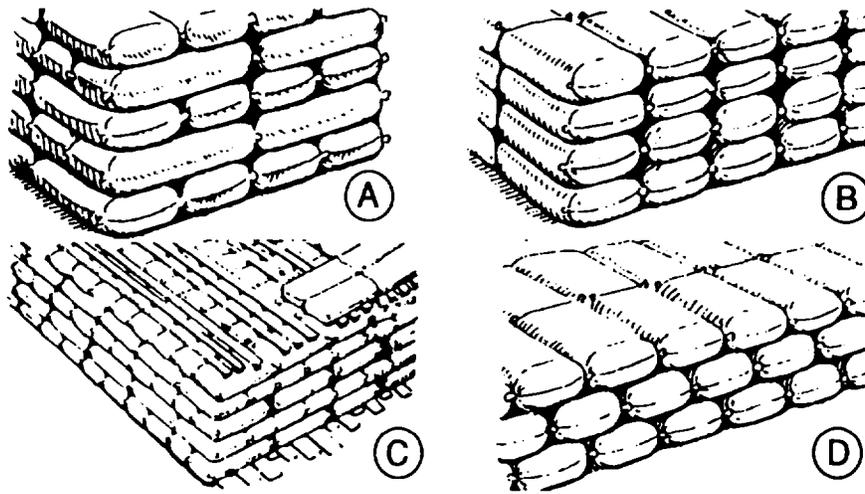
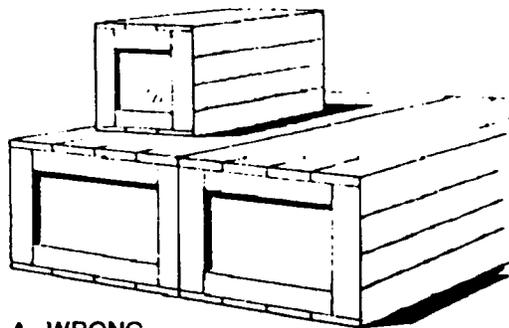
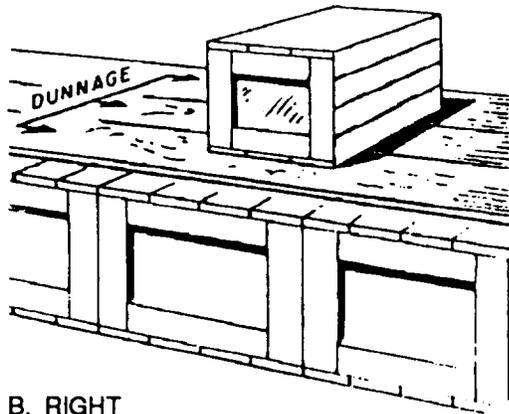


Figure 14-14. Stacking bagged goods.



A. WRONG



B. RIGHT

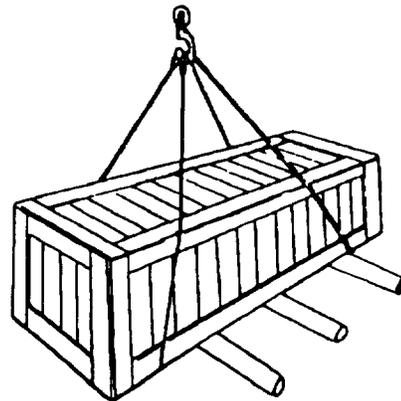
09NP0141

Figure 14-15.—Right and wrong ways to stack boxes.

Heavy containers should be landed on rollers or dunnage when using a crane or ship's booms to load and when it is impractical to use materials handling equipment. This permits safe removal of the slings. If rollers (such as lengths of pipe) are used, they provide an effective means of moving the item into the stowage location in a hold or on deck. (See figure 14-16.) A

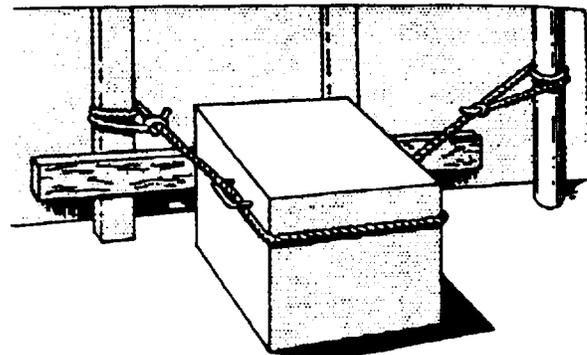
handtruck may then be used as a pry to remove the rollers.

Small boxes, cases, and crates can be secured as illustrated in figure 14-17. Run the line from one securing point around the box to a securing point on the opposite side. If the line is light or the box heavy, run



09NP0142

Figure 14-16.—Landing a case on rollers.



09NP0143

Figure 14-17.—Proper way to secure small boxes.

the line back and forth two or three times. Lash boxes tight against something solid, such as a bulkhead. When this is not possible, place planks or dunnage across two or more stanchions or beams and lash the box against them.

Do not tie lashings to electric cables small or lagged pipes, door or hatch dogs or hinges, electric motors, lifeline stanchions, or to anything not firmly secured.

IDENTIFICATION OF HAZARDOUS MATERIALS

Hazardous chemicals and materials used by the Navy are identified as Military Standard (MIL-STD) symbols. The symbols are listed in HMIS and are for stowage and materials-handling operations only. The type of symbols used is determined by the material involved.

Stowing Hazardous Materials

Requirements for stowage of industrial chemicals and materials are provided by the assignment of stowage codes. These codes are listed in HMIS.

DECK CARGO

It may be necessary to stow some cargo on deck because of its nature, size, or shape. This cargo may include flammables, bottled gases, acid, heavy machinery, and vehicles. Considerable care and planning are necessary in securing this cargo to provide for the safety of personnel and the ship and the security of the cargo.

Cargo must be located so that vents, firefighting equipment, bitts, chocks, and sounding tubes are not blocked off. It may be helpful to measure and mark off stowage locations with chalk prior to loading. Cargo must be properly secured to prevent shifting because of pitching or rolling of the ship. To accomplish this, it is often necessary to weld padeyes or braces to the deck.

Deck cargo is normally stowed by Boatswain's Mates. When it is necessary for you to stow cargo on deck, make sure that the cargo is adequately protected against the weather, sea, and motion of the ship, and that personnel and the ship are protected against injury or damage by the cargo.

SAFETY

Accidents are costly in human life and property damage. The Storekeeper should observe *safety* precautions and make sure that all personnel working under your supervision observe safety precautions at all times. The hoisting and handling of heavy stores, the handling of powerdriven equipment, and the storing of acids and material subject to fire and explosion are all dangerous tasks. Proper safety precautions must be rigidly observed to prevent accidents. Always remember "Accidents do not just happen; they are caused." Among the more common types of accidents encountered in the handling of stores are personnel being hit or thrown, or slipping and falling. These are discussed in the following paragraphs.

BEING HIT OR THROWN

Personnel may be hit or thrown due to any of the following:

1. Defective equipment. Worn or defective equipment should be reported immediately upon detection. Temporary repairs to items such as chains and slings must not be made with wire.
2. Thrown or tipped objects. Personnel must not be allowed to throw objects such as blocks, crowbars, and chain slings from the hangar deck down into storerooms. Personnel working aloft should be cautioned not to drop tools or objects to the deck below.
3. Improperly assembled drafts. Cargo nets should never be loaded in such a manner that items are likely to fall out or be crushed during hoisting.
4. Not standing clear. The words "stand clear" should be passed when cargo or hoisting gear is being lowered into a hatch or from the hangar deck to the pier. Personnel in storerooms should go forward or aft of the hatch opening when cargo is being lowered.
5. Improper landing. Cargo should be guided to a safe landing after being stopped about 1 foot above the deck.
6. Loads stopped overhead. If loads being hoisted must be stopped before being lowered, they should be stopped over the weather deck never over open hatches or over the heads of personnel.

7. Collisions. Normally, traffic between drafts and stowed cargo should keep to the right. Personnel should be cautioned to be alert to avoid foot injuries caused by the dropping or shifting of heavy objects. Care should be taken in operating forklifts, tow motors, etc., to prevent collisions with obstructions and personnel.
8. Standing in the bight of a line. Personnel should be cautioned never to stand in the bight of a line or the eye of a cargo strap or sling. The result might be the loss of leg(s) or more serious injury.

SLIPPING AND FALLING

During loading and offloading there are several potential dangers which may cause slipping and falling. Some of the most common of these are described as follows:

1. Open hatches. Guards should be posted near open hatches, and safety lines must be rigged around such openings when stores are being loaded or offloaded.
2. Temporarily covered hatches. Temporarily covered hatches, such as hatches covered with tarpaulins, may offer a greater danger than open hatches. Such coverings should not be used except when absolutely necessary due to inclement weather, etc.
3. Riding hooks or loads being hoisted. During the loading of stores, personnel should never be allowed to ride cargo-handling equipment such as hooks, cargo nets, pallets, etc., being hoisted from the dock to the ship.
4. Removed handrails. When handrails are removed to load stores or for other reasons, guards must be posted or the working area roped off to prevent personnel from falling overboard.
5. Ladders. Personnel should not be allowed to use ladders in the square of a hatch when stores are being lowered or hoisted in the hatch. Great care should be exercised in the use of ladders when hatchboards from several decks have been removed. Stairway-type ladders should be used when practicable and available.
6. Defective wharf. The inspection and maintenance of the wharf or pier are primarily the responsibility of the shore station. However,

defective flooring, etc., should be reported by the Storekeeper immediately upon detection of the defect.

7. Slippery decks. To prevent injury to personnel, a slippery material such as oil, grease, or ice on decks and piers should be removed at once or covered with sand, cinders, sawdust, or other antislip material.

SHIPMENT OF PERSONAL EFFECTS

Personal effects consist of articles having an intimate relation to the owner or custodian. They may include Navy-owned special clothing and equipment, clothing prescribed by the *Navy Uniform Regulations*, money, negotiable and nonnegotiable instruments, and miscellaneous articles of intrinsic, sentimental, and utility value.

You may be called upon from time to time to effect disposition of personal effects that were lost, abandoned, or unclaimed. They may have belonged to personnel missing, deceased, desired absentees, or deserters. When the owner of personal effects cannot be located, every effort must be made to locate the next of kin, the heir, or the legal representative of the owner. It is the responsibility of commanding officers afloat and ashore to initiate inquiries for this purpose.

As a member of the supply department, you may share some of these responsibilities. Upon receipt of personal effects, the supply department is responsible for their custody, storage, security, shipment, disposition, and for the maintenance of adequate records of them. Detailed instructions for conducting the inventory of personal effects and preparing NAVSUP Form 29 are found in NAVSUP P-485. A sample NAVSUP Form 29 (both front and reverse sides) is shown in figures 14-18 and 14-19.

A Storekeeper afloat is seldom concerned with the shipment of household goods. At a shore station, however, an SK may be assigned to a billet requiring knowledge about shipments. Before you can advance in rate, therefore, you must meet the qualifications covering the shipment of household goods.

Shipment of personal effects is accomplished using DD Form 1199 (see figure 14-20). NAVSUP P-485 contains instructions for preparing it as a shipping document for personal effects.

INVENTORY OF PERSONAL EFFECTS
(Lost/Abandoned/Unclaimed)
NAVSUP Form 29 (REV 5-78)

THE PRIVACY ACT OF 1974. AUTHORITY: Title 5, U.S.C. Code 5724. USE OF SSN authorized by Executive Order 9397 of 22 November 1953; Title 4, U.S.C. Code 406. PRINCIPAL PURPOSE: To serve as a record of property impounded by the Government incident to a member's death or disappearance. ROUTINE USES: (a) Serves as a record of all property impounded by Government which has been left behind by members who have disappeared or belonging to deceased members or employees. (b) Serves as a source document for preparation of shipping documents used to return property to next of kin or legal owner. VOLUNTARY: Lack of SSN on this form will not directly affect the member. When it is furnished, however, it precludes any possible mistaken identity, when names are the same, and this is a frequent occurrence.

NAME (LAST, FIRST, MIDDLE) JOHNSON, LARRY, BROWN		SSAN 960 49 7301
SHIP/STATION USS JOHN PAUL JONES (DDG-32)		DATE ACQUIRED CUSTODY 10 JAN 1979
HOME OF RECORD 973 "M" ST., S.E., WASHINGTON, D.C. 20381		
NAME & ADDRESS OF NEXT OF KIN/HEIR/LEGAL REP MR. JOSEPH L. JOHNSON (FATHER) 973 "M" ST., S.E., WASHINGTON, D.C. 20381		
REASON FOR INTERVENTION (SELECT ONE ITEM)		
<input checked="" type="checkbox"/> DECEASED <input type="checkbox"/> DECLARED AWOL/DEserter <input type="checkbox"/> MENTALLY/PHYSICALLY INCAPACITATED <input type="checkbox"/> MIA <input type="checkbox"/> TRNSFRD ON LV OR TEMDU <input type="checkbox"/> TRNSFRD W/O BELONGINGS <input type="checkbox"/> DATE 10 JAN 1979		
INVENTORY BOARD APPOINTED SENIOR: LT W. B. MCDONALD OTHER: FT1 K. MORRIS	DATE OF APPOINTMENT 10 JAN 1979	APPOINTED BY (TYPED NAME OF NO/OJMC SIGNATURE) CDR R. L. DOSSO, USN <i>R. L. DOSSO</i>
REC'D FR INVENTORY BOARD DATE: 10 JAN 1979	SIGNATURE/RANK/TITLE OF RECEIVING OFFICER <i>I. E. Garner</i> LT I. E. GARNER, SC, USN SUPPLY OFFICER	SHIP/STA (IF OTHER THAN AB)

STATEMENT OF UNSETTLED FINANCIAL TRANSACTIONS

OWED TO ABOVE-NAMED MEMBER BY	AMOUNT	OWED BY ABOVE-NAMED MEMBER TO	AMOUNT
NONE			

PERSONAL EFFECTS BEING SHIPPED TO:

NEXT OF KIN LEGAL OWNER PEDC CHEATHAM ANNEX PEDC OAKLAND CA

REMARKS (OVERSEAS/TYPED NAME OF CUSTOM INSPECTOR (IF APPLICABLE))

CUSTOM INSPECTOR: SK2 DARYL (NMN) WILSON
TRANSFERRED ON EXPENDITURE INVOICE R52192/9010/7012
TO: COMMANDING OFFICER, NAVAL SUPPLY DEPOT, YOKOSUKA JAPAN
FOR FURTHER SHIPMENT TO: PERSONAL EFFECTS DISTRIBUTION CENTER, NAVAL SUPPLY CENTER, OAKLAND, CALIF.
CLASS 3 MONEY: TREASURY CHECK #7,943,298 ISSUED IN THE AMOUNT OF \$31.57, PAYABLE TO COMMANDING OFFICER, PEDC, NAVAL SUPPLY CENTER, OAKLAND, CALIF.
FORWARDED: REGISTERED MAIL REGISTRY #421

09NP0144

Figure 14-18.—Example of a NAVSUP Form 29 (front).

NAME (LAST, FIRST, MIDDLE) JOHNSON, LARRY, BROWN					SSAN 960 49 7301	
ASSIGNED TO W^N DIVISION					DATE 10 JAN 1979	
LIST OF PERSONAL EFFECTS						
CLASS I BEDDING	DESCRIPTION	NUMBER	CLASS III - MONEY	DENOM.	NO.	AMOUNT
	BLANKET		BILLS	\$ 20	1	20 00
	COVER, PILLOW			10	1	10 00
	COVER, MATTRESS			1	1	1 00
CLASS II - CLOTHING PRESCRIBED BY NAVY UNIFORM REGULATIONS	BAG, DUFFEL	1				
	BELT	2				
	BLOUSE/SHIRT					SUBTOTAL
	CAP (BLK/LB/KHAKI)			COINS	\$1.00	
	COAT (UTILITY/WINTER)	1			.50	
	COAT (RAIN)	1			.25	1
	COAT UNIFORM (WINTER/SUMMER)	1			.10	2
	CLOVES/RANDBAG				.05	1
	HAT (COMBINATION)	1			.01	7
	HAT, COVERS (WH/BLK/KHAKI)	1				
	HAVELOCK			FOREIGN CURRENCY		
	HOOD, RAIN					SUBTOTAL
	INSIGNIA (AS REQUIRED)					57
	LINGERIE					
	NECKTIE	2				TOTAL
	SCARF					31 57
	SHIRT (WH/BLK/KHAKI)	1				
	SHIRT (UTILITY)	2				
	SHOE (DRESS)	1				
	SHOE (GYM/SAFETY)					
	SHORTS					
	SKIRTS					
	SLACKS					
	SOCKS	6				
	TROUSERS (UTILITY)	3				
TROUSERS (BL/WH/KHAKI)	1					
UNDERSHIRT	6					
UNDERDRAWERS	6					
INVENTORY BOARD						
SEAL NO.		SENIOR BOARD MEMBER <i>L. W. B. McDonald</i>				
DATE OF INVENTORY 10 JAN 1979		OTHER BOARD MEMBER <i>FT1 K MORRIS</i>				
FOR USE OF SUPPLY OFFICER	DISPOSITION (If other than owner/bailee or shipment to other activity)					
	APPROVED BY (Signature of appointing officer)					
REMARKS						

09NP0145

Figure 14-19.—Example of a NAVSUP Form 29 (back).

SHIPPING CONTAINER TALLY		1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50	
REQUISITION AND INVOICE/SHIPPING DOCUMENT			
1. FROM (R52192) USS JOHN PAUL JONES (DDG-32)		7. DATE MATERIAL REQUIRED	
2. TO (N62649) COMMANDING OFFICER U.S. NAVAL SUPPLY DEPOT YOKOSUKA, JAPAN		8. AUTHORITY OR PURPOSE NAVSUP P-485 par. 1300	
3. SHIP TO - MARK FOR (N00228) PERSONAL EFFECTS DISTRIBUTION CENTER NAVAL SUPPLY CENTER OAKLAND, CALIF.		10. SIGNATURE L. I. L. GARNER, SC, USN	
4. APPROPRIATION AND SUBHEAD		11. VOUCHER NUMBER AND DATE R52192/90107012	
5. FEDERAL STOCK NUMBER, DESCRIPTION, AND CODING OF MATERIAL AND/OR SERVICES		12. DATE SHIPPED	
6. ITEM NO.		13. MODE OF SHIPMENT	
7. QUANTITY REQUESTED		14. BILL OF LADING NUMBER	
8. UNIT		15. AIR MOVEMENT DESIGNATOR OR PORT REFERENCE NO.	
9. UNIT PRICE		16. PROPERTY ACCT'S	
10. TOTAL COST		17. SPECIAL HANDLING	
11. CONTAINERS CONSIST OF:		18. TRANSPORTATION VIA WAYS OR MSTS CHARGEABLE TO	
12. CONTAINERS RECEIVED AS NOTED		19. CHECKED BY	
13. QUANTITIES RECEIVED AS NOTED		20. PACKED BY	
14. CONTAINERS POSTED		21. RECEIVED BY	
15. QUANTITIES RECEIVED AS NOTED		22. RECEIVED BY	
16. CONTAINERS POSTED		23. RECEIVED BY	
17. TOTAL WEIGHT		24. RECEIVED BY	
18. TOTAL CUBE		25. RECEIVED BY	
19. TOTAL		26. RECEIVED BY	
20. TOTAL		27. RECEIVED BY	
21. TOTAL		28. RECEIVED BY	
22. TOTAL		29. RECEIVED BY	
23. TOTAL		30. RECEIVED BY	
24. TOTAL		31. RECEIVED BY	
25. TOTAL		32. RECEIVED BY	
26. TOTAL		33. RECEIVED BY	
27. TOTAL		34. RECEIVED BY	
28. TOTAL		35. RECEIVED BY	
29. TOTAL		36. RECEIVED BY	
30. TOTAL		37. RECEIVED BY	
31. TOTAL		38. RECEIVED BY	
32. TOTAL		39. RECEIVED BY	
33. TOTAL		40. RECEIVED BY	
34. TOTAL		41. RECEIVED BY	
35. TOTAL		42. RECEIVED BY	
36. TOTAL		43. RECEIVED BY	
37. TOTAL		44. RECEIVED BY	
38. TOTAL		45. RECEIVED BY	
39. TOTAL		46. RECEIVED BY	
40. TOTAL		47. RECEIVED BY	
41. TOTAL		48. RECEIVED BY	
42. TOTAL		49. RECEIVED BY	
43. TOTAL		50. RECEIVED BY	
44. TOTAL		51. RECEIVED BY	
45. TOTAL		52. RECEIVED BY	
46. TOTAL		53. RECEIVED BY	
47. TOTAL		54. RECEIVED BY	
48. TOTAL		55. RECEIVED BY	
49. TOTAL		56. RECEIVED BY	
50. TOTAL		57. RECEIVED BY	
51. TOTAL		58. RECEIVED BY	
52. TOTAL		59. RECEIVED BY	
53. TOTAL		60. RECEIVED BY	
54. TOTAL		61. RECEIVED BY	
55. TOTAL		62. RECEIVED BY	
56. TOTAL		63. RECEIVED BY	
57. TOTAL		64. RECEIVED BY	
58. TOTAL		65. RECEIVED BY	
59. TOTAL		66. RECEIVED BY	
60. TOTAL		67. RECEIVED BY	
61. TOTAL		68. RECEIVED BY	
62. TOTAL		69. RECEIVED BY	
63. TOTAL		70. RECEIVED BY	
64. TOTAL		71. RECEIVED BY	
65. TOTAL		72. RECEIVED BY	
66. TOTAL		73. RECEIVED BY	
67. TOTAL		74. RECEIVED BY	
68. TOTAL		75. RECEIVED BY	
69. TOTAL		76. RECEIVED BY	
70. TOTAL		77. RECEIVED BY	
71. TOTAL		78. RECEIVED BY	
72. TOTAL		79. RECEIVED BY	
73. TOTAL		80. RECEIVED BY	
74. TOTAL		81. RECEIVED BY	
75. TOTAL		82. RECEIVED BY	
76. TOTAL		83. RECEIVED BY	
77. TOTAL		84. RECEIVED BY	
78. TOTAL		85. RECEIVED BY	
79. TOTAL		86. RECEIVED BY	
80. TOTAL		87. RECEIVED BY	
81. TOTAL		88. RECEIVED BY	
82. TOTAL		89. RECEIVED BY	
83. TOTAL		90. RECEIVED BY	
84. TOTAL		91. RECEIVED BY	
85. TOTAL		92. RECEIVED BY	
86. TOTAL		93. RECEIVED BY	
87. TOTAL		94. RECEIVED BY	
88. TOTAL		95. RECEIVED BY	
89. TOTAL		96. RECEIVED BY	
90. TOTAL		97. RECEIVED BY	
91. TOTAL		98. RECEIVED BY	
92. TOTAL		99. RECEIVED BY	
93. TOTAL		100. RECEIVED BY	

Figure 14-20.—Example of a DD Form 1149.

APPENDIX I

GLOSSARY

- ACCOUNTABILITY**—The obligation imposed on anyone authorized to have custody or possession of public property, to produce the property or evidence of authorized disposition when directed.
- ACCOUNTABLE ACTIVITY**—Activities that receive and issue materials in and out of a stores account (NSA or APA), maintain required records, and submit returns that reflect current inventory status.
- ACCOUNTABLE OFFICER**—An officer charged by law, regulation, or lawful order with the responsibility for public funds or property. In Milling this responsibility he/she must maintain accurate records, ensure that the funds or property are properly used, and submit periodic returns that reflect current inventory status.
- ACCOUNTING PERIOD**—A definite period of time fixed by law or administrative action, for assembling, recording, or reporting accounting data.
- AEL**—Allowance Equipage List. Contains the onboard allowance of equipage and supplies to support the ship's mission.
- AFLOAT CONSUMPTION COST AND EFFECTIVENESS SURVEILLANCE SYSTEM (ACCESS)**—A system that uses automatic data processing equipment to collect and summarize basic consumption data. It is generated during the course of supply operations afloat. The data collected comes from issue documents used in shipboard supply systems. ACCESS also collects obligation and deficiency data from fiscal operations and other Navy programs. ACCESS provides fleet commanders, type commanders, and ships with information about the overall supply operation. Reports are tailored to the needs of management at each level of command. That way attention can be placed on the data that is of greatest importance. Identification of problem areas is one example of how the reports may be used.
- ALLOWANCE ITEMS**—Items that appear in authorized allowance documents (e.g., COSAL, APL, and ISL) with an allowed quantity.
- ALLOWED ITEMS**—Allowance and nonallowance items that qualify for local stocking, or be procured as DTO material for immediate or planned use.
- APA**—Appropriations Purchase Account. Material purchased by a bureau or command that has been charged to appropriated funds. The material is then available for issue to end-users without charge to operating funds.
- APPROPRIATION**—An authorization from Congress to obligate public funds (known as obligations) for specific purposes and to make payments from the treasury to pay those obligations. The making of these obligations and payments are restricted by time and monetary limitations.
- APPROPRIATION SYMBOL**—A symbol used to identify a specific appropriation on accounting documents.
- ASSEMBLY**—When repairable are returned from the user for shipment to the designated overhead point (DOP), you must sort out and tally the weight of items to be packaged or that are already unit-packaged. This is the ASSEMBLY process. It is at this point that light and fragile items are segregated from heavy, rugged items and that the type of packaging necessary for each is determined.
- AUTHORIZATION ACCOUNTING ACTIVITY**—The activity designated to perform allotment accounting for a ship or another activity. Allotment accounting does not include OPTAR accounting.
- AUTOMATED SHIPS**—Ships equipped with an electronic digital computer (EDC) system that processes supply and accounting documents and records.
- AVERAGE ENDURANCE LEVEL**—The quantity of on hand material required to sustain operations

for a period of time without augmentation. It is set half-way between the safety level and stockage objective. That is, the safety level plus one-half of the operating level.

BACKORDER—A requisition that cannot be filled by the supply activity from current stock that is being held until additional stock is received.

BACKORDER RECONCILIATION REQUEST—A request from a supply source to a requisitioner to compare requisitions held on backorder by the supply source with those carried as outstanding by the requisitioner.

BACKORDER RECONCILIATION RESPONSE—Reply to a reconciliation request advising the supplier to hold the backorder until it can be supplied or to cancel it.

BILL OF LADING—A document that acknowledges receipt of material by a commercial carrier. It serves as a contract between the shipping activity (U.S. Government) and the carrier for carriage of the material.

BREAKOUT—The act of taking stock from bulk storerooms for issue, transfer, or sale.

CANCELLATION—A total or partial discontinuance of supply action requested by the requisitioner and confirmed by the supplier.

CARGO—Items of supplies, materials, stores, baggage, or equipment (gear) that are transported as freight. This is in contrast to those items that are transported as part of passenger movements.

CARRIED ITEMS—Stocked items on which the supply department maintains stock records showing current on-hand stock balances.

CARRIER—This term includes railroads, small parcel carriers, freight forwarders, motor carriers, barge and steamship carriers, air carriers, pipeline companies, and the Navy's all cargo contract airlift system (QUICKTRANS).

CHARGEABLE ACTIVITY—The activity for which an expenditure represents a cost of operation.

COGNIZANCE (COG) SYMBOL—A two-character symbol that designates the stores account in which a type of material is carried and the responsible inventory control point.

COMBINED ACCOUNTABILITY—Refers to the operating procedures to be followed when the

ship's store retail outlet and bulk storerooms are operated by the same person.

COMMON CARRIER—Under U.S. law, this is a person or a company engaged in the business of transporting passengers or property for compensation.

CONSIGNEE—The activity or person designated to receive the shipment of material.

CONSIGNOR—The activity or person shipping the material. The consignor enters into the bill of lading contract with the carrier.

CONSUMABLES—Items not specifically designated as equipment or repair parts. Examples are administrative and housekeeping items, common tools, paints, cognizance symbol 11 forms. When material is to be used for accomplishing maintenance actions, it is considered consumable for procurement transactions.

CONSUMPTION DOCUMENT—A form used to record and/or report shipboard issue of material. Consumption occurs at the time material is issued regardless of when it is used. The NAVSUP Form 1250-1 is the consumption document used by most nonautomated ships. The DD Form 1348 is the consumption document used by most automated ships.

CONTRACT CARRIER—Under U.S. law, a person or company other than a common carrier who, under special and individual contracts or agreements, transports passengers or property for compensation.

CONTROLLED EQUIPAGE—Selected items of equipment that require increased management control due to high cost, vulnerability to pilferage, or essentiality to the ship's mission. Controlled equipment (e.g., life preservers, gas masks, binoculars, and firearms) generally is carried on board in allowance quantities only. It requires special inventory control. Items classified as controlled equipment are listed in the NAVSUP P-485.

COSAL—Coordinated Shipboard Allowance List. Contains nomenclature and nameplate data on equipment, identification data for repair parts, and designates the allowance of repair parts to be stocked in supply storerooms.

COST ITEMS—Material used in ship's store service activities (such as the barbershop or laundry) in the performance of a service to patrons, and items sold through cup-type vending machines.

CRITICAL ITEM—An item essential to the operational readiness of a ship or aircraft. It is in short supply in system stocks (or expected to for an extended period of time). Lists of critical items, with reporting instructions, are distributed periodically by inventory managers (ASO and SSPO) to designated ashore and afloat activities. The term may also be used afloat to refer to high usage, bulky consumables (e.g., "never out" items such as rags, toilet paper, etc.) that, because of space constraints, must be replenished at every opportunity.

CUBE—The amount of space occupied by an item to be shipped. It is normally expressed in cubic feet to the nearest tenth. The cube of an item is determined by multiplying the length times the width times the height.

CUSTODY—Responsibility for the care, stowage, use, and records of Navy material.

DEFENSE TRANSPORTATION SYSTEM (DTS)—Consists of military controlled terminal facilities; Military Airlift Command (MAC) controlled aircraft; Military Sealift Command (MSC) controlled or arranged sealift; and government-owned or controlled air or land transportation.

DEMAND—The total quantity of an item that has been used during a specific period of time. A request for a not carried item to be procured. An issue of a stock item.

DEMAND-BASED ITEM (DBI)—Peacetime operating stock (POS) items.

DIRECT TURNOVER (DTO) MATERIAL—Any consumable, repair part, or equipage item ordered from sources external to the ship for DTO to the using department for immediate or planned use.

DLA—Defense Logistics Agency Supply System. Management responsibility and control of items in common use by all military services.

DOCUMENT IDENTIFIER—A three-digit code that identifies the purpose of a MILSTRIP document.

DODPM—Department of Defense Military Pay and Allowance Manual.

DTG—Date/Time Group. The identifying number assigned to naval messages by the originator. It consists of the date, time, month, and year.

DTO—Direct Turnover. Material ordered to fill an immediate requirement and issued to the requesting department upon receipt.

DUNNAGE—Material (such as lumber or burlap) used in stowing material to provide protection to both the material and the ship.

EIC—Equipment Identification Code. A seven-digit alphanumeric code used to identify an equipment or its components or parts for the Maintenance Data Collection System.

ENDURANCE—The period of time required for a ship to use a definite quantity of supplies.

END-USE—Refers to the final accounting for material when it is issued from a stems account with a charge to operating finds.

EQUIPAGE—Items of a durable nature that are not consumed in use and are essential to the ship's mission. An allowed quantity is usually determined on an individual ship basis and is contained in an APL, AEL, or similar list. Does not include mechanical, electrical, ordnance, or electronic equipments, components, or systems. Equipage items are identified with end use applications aboard ships to the extent that an allowed quantity of the item can be determined on an individual ship basis. Equipage items comprise the greater majority of items listed in the AELs and Part IIIB of the COSAL. Chargeable items of equipage are identified in procurement, receipt, and consumption documents by the letter "E" in the second position of the applicable fund code (See NAVSO P-3013).

EQUIPMENT—Equipment includes any functional unit of hull, mechanical, electrical, electronic, or ordnance-type material that is operated by itself or as a component of another system or subsystem. It is identified by a Component Identification Number (CID) or similar number.

EQUIPMENT AND EQUIPAGE REPLACEMENT FUNDED BY TYPE COMMANDER AS CONTROLLED EQUIPAGE—Durable, high-priced, and essential items of equipment and equipage not designated as controlled equipage. They are replaced only during a ship's regular overhaul. Replacements of such items (e.g., anchors, shots of chain, chain stoppers, binnacles,

pelorus, laundry equipment), accomplished during a regular overhaul, are chargeable to overhaul funds. If replacement of such items is required between overhauls, an OPTAR augmentation normally will have to be requested from the type commander.

EQUIPMENT VALIDATION—The procedure of making sure that equipment descriptions shown on the allowance lists agree with the nameplate data on the installed equipment. This procedure usually begins at least 6 months before the ship arrives at a shipyard for the supply availability.

EXCEPTION STATUS—Any supply action taken on a requisition other than issue of material in the quantity requested.

EXPENDITURE—Any act that results in a decrease in Navy assets (material or funds).

EXPIRED APPROPRIATION—An appropriation that is no longer available for obligation but is still available for disbursements to liquidate existing obligations.

FEDERAL CATALOG SYSTEM—The cataloging system under which all items under centralized inventory control of the DOD and civil agencies of the U.S. Government are named, described, classified, and numbered.

FISCAL YEAR—A 12-month period selected for accounting purposes. The government fiscal year begins 1 October and ends 30 September of the following calendar year.

FOLLOWUP—An inquiry to the last known holder of a requisition made by the requisitioner as to the action taken on that requisition.

FOLLOWUP REPLY—The current status of a requisition. Furnished by the supply activity in response to a followup.

FORCE/ACTIVITY DESIGNATOR—A Roman numeral designator that relates to the military mission of the force or activity.

FREQUENCY OF DEMAND—The number of times that an item has been issued.

FSC—Federal Supply Classification. The first four digits of the NSN that indicates the group and class of an item. Use of the FSC permits placing all material in categories by use and characteristics.

FSCM—Federal Supply Code for Manufacturers. A five-digit code assigned to manufacturers and

suppliers for purposes of identification in various supply publications.

FUND—A segregated sum of money or other resource to be expended or used for specified purposes.

FUND CODE—A two-character code used to cite the appropriate accounting data on requisitions.

GROSS WEIGHT—The combined weight of a container and its contents including packing material.

HAZARDS—Conditions of risk known or anticipated to be encountered during shipping, storage, or handling of naval material. Hazards must be known so that an appropriate level of protection to prevent loss or damage can be instituted. Hazards are further classified as mechanical, climatic, and dangerous.

HIGH LIMIT—The maximum quantity of material to be maintained on hand and on order or to sustain current-operations. It includes the sum of stocks represented by the operating level, the safety level and order and shipping time (equivalent to “requisitioning objective”).

HULL AND STRUCTURAL (FACILITIES) MAINTENANCE PRESERVATION MATERIAL—All Navy Stock Account types of maintenance material used in hull and structural (facilities) maintenance and preservation exclusive of cleaning supplies.

ICP—Inventory Control Point. The inventory manager that has cognizance or control of material for specifications, procurement, and stocking. May be a Navy or other Defense activity.

INTER—Between or among. Used in supply operations to refer to relationships or transactions between two or more organizations (intership, interservice, interstate, etc.).

INTERMEDIATE MAINTENANCE ACTIVITY (IMA) TECHNICAL STORES— supply department stocks of repetitively demanded repair parts and equipment-related consumables (on board tenders and repair ships). They are stored in other departmental spaces for ready availability in accomplishing IMA functions. To qualify for inclusion in “IMA technical stores,” an item must be used by only one shop (or one group of contiguous shops), and must meet the frequency of demand criteria set by the type commander.

The quantity of each item in the custody of another department, plus the on-hand quantity of any "backup" stock in supply department storerooms, must not exceed the ship's prescribed stockage objective. IMA technical stores will not include MTR items, critical items, or PEB items. They also do not include bulkhead mounted spares or bulky consumables which are otherwise authorized to be stored in other departmental spaces.

INTERMEDIATE PACKAGE—The consolidation of two or more unit packages for ease in handling, storage, and shipping by the use of tie, wrap, bag, or interior containers, limiting the weight to 35 pounds, when possible.

INTRA—Within. Used in supply operations to refer to relationships or transactions entirely within one organization (intraship, intraservice, intrastate, etc.).

INVENTORY—The quantity of stocks on hand for which stock records (cards/listings/tape) are maintained. It also means that the material on hand is physically inspected and counted, and stock records reconciled.

INVENTORY CONTROL—Information in connection with material as to amounts on hand, amounts on order, rate of consumption, and prospective future rate of consumption.

INVENTORY SEGMENT—A subgrouping of stock material for physical inventory purposes. The segment may be by cognizance symbol, or Federal supply class. The segment may be some other form of commodity grouping, like SIM items, shelf-life material, boat spares, electron tubes, boiler tubes, fire brick, and so on.

ISSUE—Expenditure of material from the supply officer's custody to shipboard use.

LOW LIMIT—The stock position that signals the need to initiate replenishment action. It includes the sum of stocks represented by the safety level and the order and shipping time (equivalent to "reorder point").

JTR—Joint Travel Regulations, volume 1, Members of the Uniformed Services and volume 2, Civilian Personnel.

MAINTENANCE ASSISTANCE MODULES (MAMS)—Replaceable assemblies (modules) needed to perform an approved maintenance plan

which calls for identifying the fault of failed module through progressive and/or selective module substitution. MAMs are found in the COSAL.

MAINTENANCE DATA SYSTEM (MDS)—A basic element of the 3-M program. It provides a means of recording maintenance actions in great detail. In addition to recording maintenance actions performed, the system provides data about the initial discovery of the malfunction, such as how the equipment malfunctioned, how many man-hours were expended, what equipment was involved, what repair parts and materials were used, what delays were incurred, the reasons for delay, and the technical specialty or rating that performed the maintenance.

MAINTENANCE AND MATERIAL MANAGEMENT (3M)—A system of recording, reporting, and evaluating the maintenance requirements of the fleet.

MAINTENANCE SOURCE CODE—A code that identifies the source of parts or other materials obtained from other than normal supply channels. When applicable, it is entered on NAVSUP Form 1250-1 or DD Form 1348 to document and report the use of nonissued maintenance items. Maintenance source codes are found in the NAVSUP P-485.

MANDATORY TURN-IN—A term applied to designated repair parts and components and which requires that the defective item be turned in when a replacement is ordered

MANIFEST—A detailed listing by type of all cargo loaded in any one conveyance destined for a particular discharge point.

MARKING—The application by stamping, printing, painting, labeling or tagging of numbers, item name, NSN, symbols, or colors on containers and items for identification during shipment, handling, and storage.

MATERIAL CONTROL CODE—A one-letter code assigned by the inventory manager to indicate the rate of usage or to designate those items having special reporting and/or control requirements.

MCRL—Master Cross-Reference List. A conversion list from reference to NSN.

MDCS—The Maintenance Data Collection System provides a method of accumulating data on labor and material used in equipment maintenance.

MEDIA AND STATUS—A one-digit code assigned to MILSTRIP requisitions that indicates the type of status required and the activity to receive it.

MILSTAMP—Military Standard Transportation and Movement Procedures. Provides standard procedures, forms, and language to be used by all military services and other agencies using the DOD transportation system. This is accomplished by the use of uniform coded and noncoded data, formats, and procedures. MILSTAMP is promulgated by DOD Regulation 4500.32R.

MILSTRIP—Military Standard Requisitioning and Issue Procedures that provide common forms and language for requisitions, issues, and transfers within the Department of Defense.

MILSTRIP SUPPLY DEMANDS—The MILSTRIP document number used to construct the TCN. When the shipment unit is composed of more than one supply line item, the document number of the line item containing the earliest required delivery date (RDD) or the earliest document date is selected as the basis for the TCN.

ML-N—Management List-Navy. The “price list” for all material used by the Navy except medical supplies, subsistence, and ammunition. It also contains other elements of inventory management information.

MODULAR CONTAINERS—A series of specific-size containers so designed that they can be arranged together like blocks in several patterns and form uniform palletized unit loads.

MPP—Navy and Marine Corps Military Pay Procedures.

NC—Not Carried. Material for which there is no storeroom allowance.

NET WEIGHT—The total weight of an item. It does not include the weight of the container or packaging material.

NIIN—National Item Identification Number. A nine-digit number assigned to a specific item of material for purposes of identification.

NIS—Not In Stock. Material that is normally stocked in the storeroom but the supply of which is temporarily exhausted.

NONALLOWANCE ITEMS—Items that do not appear in authorized allowance documents or, that appear without an allowed quantity.

NONAUTOMATED SHIPS—Ships that do not have EDC equipment for processing supply and accounting documents and records. Ships having only keypunch facilities are considered to be nonautomated.

NON-MILSTRIP SUPPLY DEMANDS—In the absence of a MILSTRIP requisition, a TCN is constructed using the originator’s unit identification code (UIC), the date, Alpha Code, and serial number(s).

NON-SIM ITEM—An item that does not have sufficient demand frequency to qualify as a SIM item.

NOT CARRIED (NC) ITEMS—Synonymous with the term *nonstocked material*. Items that are not stocked (i.e., items for which the supply department does not maintain stock records showing current on-hand stock balances).

NOT IN STOCK (NIS) ITEMS—Carried items that are on board when a demand occurs.

NSA—Navy Stock Account. Inventory of stores purchased from the Navy Stock Fund that have not yet been expended to end-use.

NSF—Navy Stock Fund. A revolving fund which finances the purchase or manufacture of 11 stores supplies, and services that are to be taken up in the NSA.

NSN—National Stock Number. Composed of the FSC and nine-digit NIIN.

NTI—Navy Travel Regulations.

OPERATING LEVEL—The quantity of material (exclusive of safety level) needed to sustain operations during the time between two successive requisitions. Normally, it is the quantity between the requisitioning objective (high limit) and the reorder point (low limit).

OPERATING SPACE ITEMS—Items required in shipboard operating spaces (e.g., shipfitter shop, electrical shop, laundry, etc.). These items are not recorded in stock records and are not under control of the supply office. Management of operating space items is vested in the department heads who control the operating spaces where they are located. The COSAL has a consolidated list of operating space items for the guidance of

department heads. These items generally are equipage-type items or specific equipment-related consumables maintained under individual department head custody. The nuclear weapons segment of the COSAL also includes general-use consumables for which backup material may be stocked by the supply department when supply department stowage space is adequate.

OPTAR—Operating Target. Obligational authority, which is granted by type commanders to ships and commands under his control, to cite his allotment in procuring materials and services. Instructions and limitations are provided by each type commander.

ORDER AND SHIPPING TIME—The elapsed time between the submission of a requisition and the receipt of the material requisitioned (equivalent to procurement lead time).

OUTSTANDING REQUISITION—A requisition for which not all requested material has been received.

PACK—A container, bale, bundle, pallet, or other similar medium that is of sufficient strength, to be stored or shipped safely without additional protection, usually the exterior shipping container.

PACKAGING—The application of wrappings, cushioning, and interior containers to an item, depending on the type of load and level of protection required. This does not include the exterior shipping container. Packaging is used to prevent loss or damage from physical hazards. Afloat, items should be packaged individually, limiting the weight to 20 pounds when possible.

PACKING—The placement of unit and intermediate containers into an exterior shipping container or onto a pallet. Included is the necessary interior blocking, bracing, and cushioning to prevent physical damage or loss to the item and its packaging.

PALLET—A low wooden or steel wire platform on which unit loads can be loaded and moved by fork trucks, cargo nets, or other materials-handling equipment.

PALLETIZING—The placement of banding, when necessary, on units or shipping containers of material on pallets.

PARTIAL SHIPMENT CODE—A code applied by shipping activities that indicates the transportation action which resulted in the release of a shipment unit in more than one increment. That is, the shipment unit exceeds the capacity of a single conveyance or for some other reason must be shipped in two or more conveyances by the same or mixed modes.

PEACETIME OPERATING STOCK (POS) ITEM—Synonymous with the term demand-based item. A term used by automated ships to identify items that have a relatively high issue rate. Normally, an item that has a demand frequency of two or more in a period of 6 months and continues to have at least one demand every 6 months thereafter is a POS item. It is the equivalent criteria of SIM items for nonautomated ships. The quantity of a POS item is that portion of the requisitioning objective that supplements the allowance and/or load list quantity(ies). If a POS item is not an allowance or load list item, the entire quantity of the requisitioning objective is considered to be POS. Semiannual review of stock records for POS items is required for recomputation of requisitioning objectives.

PORT OF DEBARKATION (POD)—The authorized point of entry into a foreign country or CONUS.

PORT OF EMBARKATION (POE)—The authorized point of departure from a foreign country or CONUS.

PRE-EXPENDED BIN (PEB) MATERIAL—SIM items having a low unit cost (\$25 or less) and frequent usage. PEB items are expended from supply department records and placed in locations conveniently available to maintenance personnel.

PRE-EXPENDED MATERIAL—Material that has been issued and expended from stock record cards. A small stock is maintained by the using department for general maintenance work.

PRESERVATION—The application of appropriate cleaning and drying methods, preservatives, and coatings.

PRIORITY—A numerical designation, assigned to a requisition by the requisitioner, which is used to establish processing time for the requisition and anticipate delivery time for the material.

- PRIORITY DELIVERY DATE**—The maximum standard delivery date for requested material based on date and priority of the requisition.
- PRIORITY SYSTEM**—A means of establishing the relative importance of a requisition for the purpose of assigning a priority. The present system is based on the Force/Activity Designator and the urgency of need.
- PRIVATE MESS**—A mess (such as the wardroom mess) in which the cost involved is not met by appropriated funds.
- PROCUREMENT**—The act of obtaining materials or services.
- PROJECT CODE**—A three-character code used on requisitions to identify the purpose for which the material is ordered.
- RATION**—One day's legal allowance of food for one person
- READY SERVICE SPARES (RSS)**—Repair parts and spares designated by Hardware Systems Commands (HSCs) during Maintenance Engineering Analysis (MEA) to be stored in or near certain equipments for troubleshooting and for effecting rapid equipment/system repairs. A ready service spare will appear in the COSAL. This item may also appear in the SNSL as a storeroom item if usage warrants backup support.
- REFERENCE NUMBER**—A number used to identify a repair part. It may be a manufacturer's part number, a drawing number, or a specification or standards number.
- REORDER POINT**—The stock position that signals the need to initiate replenishment action. It includes the sum of stocks represented by the safety level and the order and shipping time (equivalent to 'low limit').
- REPAIR PART**—A manufactured and replaceable part or assembly for a piece of machinery or equipment. Items, including modules and consumable-type materials, that have an equipment application and appears in an Allowance Parts List (APL), Stock Number Sequence List (SNSL), Integrated Stock List (ISL), Naval Sea Systems Command drawings, or a manufacturer's handbook. The COSAL lists repair parts and equipment-related consumables normally stocked by the supply department.
- REPAIRABLE**—A component or part designated by the cognizant inventory manager as an item that can be economically repaired when it becomes unserviceable. These recoverable items represent a high monetary investment, and their availability is essential to fleet operations. Some of these items may be disposed of locally when they become unserviceable and cannot be repaired by an organizational or intermediate maintenance activity. Mandatory turn-in repairables must be transferred to a designated depot level repair facility when they become unserviceable and cannot be locally repaired.
- REPARABLE ITEM**—A component or item that can be returned to an operable condition by the use of repair parts or by overhaul.
- REQUISITIONING OBJECTIVE**—The maximum quantity of material to be maintained on hand and on order to sustain current operations. It includes the sum of stocks represented by operating level, safety level, and order and shipping time (equivalent to "high limit").
- RETAIL ITEMS**—Merchandise sold through the ship's store.
- RETENTION LIMIT**—The maximum quantity of an item authorized to be retained on board load carrying ships. The retention limit consists of the allowance and/or load list quantity(ies) (or the requisitioning objective for demand-based items), plus the economic retention quantity as authorized by CINCLANFLT or CINCPACFLT. Any long supply that exceeds the retention limit is considered excess.
- RETROGRADE**—Any movement to the rear. Material that is being returned to rear supply or maintenance echelons away from the forward theater.
- REVOLVING FUND**—A fund established to carry out a cycle of operations. Such a fund is replenished by earnings or is reimbursed by collections or by charges to other appropriations for such items as commodities furnished or services rendered.
- ROUTING IDENTIFIER**—A three-digit code assigned to all supply support activities, other ashore activities with supply departments, and mechanized ships for the purpose of identifying them on MILSTRIP documents.

SAFETY LEVEL—The quantity of material, in addition to the operating level, required for continuous operations in the event of interruption of normal replenishment or unpredictable fluctuations in issue demand.

SELECTED ITEM MANAGEMENT (SIM)—An inventory control principle which, in nonautomated ships, focuses management attention on the small percentage of items that experience the majority of onboard demands for material. Inventory management techniques that apply to repair parts and consumables designated as SIM items in nonautomated ships are found in the NAVSUP P-485.

SERVICES—Nonmaterial requirements such as equipment, rental, commercial telephone, ferry tickets, or similar services authorized by proper authority. For accounting purposes, documents for services will indicate the appropriate fund code as shown in NAVSO P-3013.

SIGNAL CODE—A single-letter code on a MILSTRIP requisition that designates who is to receive the material and who is to pay for it.

SIM—Selected Item Maintenance. An inventory control system by which maximum attention is given to those items experiencing a high rate of usage.

SIM DTO ITEM—Any consumable item that meets the frequency of demand criteria for a SIM item but is not stocked by the supply department, usually because of space limitations. Materials received are issued immediately to the using department.

SIM ITEM—An item that has experienced a frequency of demand of two or more within the past 6 months or has a predictable demand frequency of two or more based on deployed or seasonal usage. (Similar to criteria for terms ‘peacetime operating stock and “demand-based items” used in automated ships.) Frequency of demand is defined as the number of separate times an item is issued, regardless of the quantity of each issue.

SPLIT SHIPMENT CODE—TM code is reserved for use by transshipment activities. The shipping activity always assigns code “X” to the 17th position. This code is used to indicate that the increment of the shipment unit (complete or partial) generated by the shipping activity must be

further divided into two or more increments for onward movement in separate conveyances, The transshipping activity identifies each increment consecutively in the 17th position beginning with code “A.” The last increment is always identified with code “Z.”

STOCK ARTICLE—A collection of like items within a class.

STOCK-FUNDED SHIPS—Ships in which the inventory of general stems and repair parts is carried in NSA. The ship’s OPTAR is charged when material is issued from supply storerooms to the using departments.

STOCK ITEM—Consists of each size or color, et cetera, of an article.

STOCK UNIT—The smallest quantity of a stock item that can be issued.

STOCKAGE OBJECTIVE—The maximum quantity of material to be maintained on hand to sustain current operations. It includes the sum of stocks represented by the operating level and the safety level.

SUPPLIES AND EQUIPAGE FUNDS—The term referring to funds granted to type commanders to support the normal operating expenses of the fleet.

SUPPLY AVAILABILITY—The period of time assigned for the accomplishment of a supply overhaul.

SUPPLY OPERATIONS ASSISTANCE PROGRAM/INTEGRATED LOGISTICS OVERHAUL (SOAP/ILO)—The concerted efforts of assigned shipboard personnel, under the supervision of ashore-based SOAP/ILO team members, to refine shipboard inventories of repair parts; to update related stock records consistent with prescribed allowances or other stowage objective criteria; and to identify material deficiencies and/or excesses. A SOAP/ILO, is designed to improve the supply readiness of the ship, entails the offload, identification, and inventory of shipboard stocks of repair parts, disposition of excesses, requisitioning of deficiencies, and the reload and restorage of allowed items in authorized quantities. SOAP/ILOs are performed (usually during a shipyard overhaul) in ships designated and scheduled by the type commander.

SUPPLY OVERHAUL—The physical effort involved in purifying and adjusting onboard stocks and records to bring them into agreement with the prescribed allowances, thereby improving the supply readiness of the ship.

SUPPLY SOURCE CODE—Identifies the basis or means of material availability at the time an item is requested. It is a code that identifies previously issued material that is returned to the supply department in ready for issue (RFI) condition. The supply source codes to be used are found in the NAVSUP P-485.

SUPPLY SUPPORT—The materials and services that are necessary for the operation of the ship and which are obtained from ashore activities or other ships.

SUPPLY SUPPORT CENTER—A single point of contact between the supply department and the ship's other departments to provide material identification, requisition status, and stock status information.

SURVEY—The procedure used to expend material from stock records and accounts when it is deteriorated, damaged, lost, missing, or otherwise unavailable for its intended use.

TARE WEIGHT—The weight of the container and the material used for packing.

TCN FOR SHIPMENT UNITS IN CONSOLIDATION—The TCN assigned to control shipment units in consolidation is the TCN of the shipment unit having the earliest RDD, or earliest TCN date.

TRANSPORTATION ACCOUNT CODES (TACs)—Four-position alphanumeric codes that identify the shipment of material to Navy operations and maintenance funds, procurement funds, and other Navy funds which ultimately reimburse the Navy Management Fund for shipment charges. They must be shown on all government bills of lading (GBLs), transportation control and movement documents (TCMDs), and other transportation documents that incur obligations against the Navy Management Fund. To find a TAC number, to MILSTAMP DOD Regulation 4500.32R, Volume II.

TRANSPORTATION CONTROL NUMBERS (TCNs)—The basic element of the MILSTAMP system. A number is assigned to each shipment unit as the shipment control from origin to destination.

TRANSPORTATION OFFICERS—Officers that act as agents for the government in the execution of contracts of carriage between carriers and the government. They initiate and receive shipments of property for which the government pays the transportation charges or in which the government has an interest.

TRANSFER—An action that shifts custody and responsibility for material from one supply officer to another supply officer or another activity.

TRUST FUND—A fund into which are deposited receipts that are held in trust in accordance with an agreement or legislative act and may be expended only in accordance with the terms of such trust or act.

UNIT IDENTIFICATION CODE—A symbol assigned by the Comptroller of the Navy to ships, aircraft units, stations, and other activities or units for purposes of identification on all accounting documents and reports.

UNIT LOAD—Assembling of packages or items into a single load, within a container, van, or palletized so it can be moved unbroken from the source to the user.

UNITIZED LOAD—A single item, or a number of items packaged, packed, or arranged in such a way that it can be handled as a single unit. Unitization may be accomplished by placing the item or items in a container, or by banding them securely together.

UNIT PACKAGE—The first tie, wrap, or container applied to a single item or a quantity, or to a group of items of a single stock number, that constitutes a complete or identifiable package.

USAGE DATA—Past experience figures showing the rate of issue for specific items of stock.

VALIDATION, EQUIPMENT—See equipment validation.

APPENDIX II

REFERENCES USED TO DEVELOP THIS TRAMAN

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Assignment Questions

Information: The text pages that you are to study are provided at the beginning of the assignment questions.

ASSIGNMENT 1

Textbook Assignment: "The Navy Storekeeper," chapter 1, pages 1-1 through 1-4; "Supply Organization" chapter 2, pages 2-1 through 2-11; "Administration," chapter 3, pages 3-1 through 3-2.

Learning Objectives: Recognize the general structure of the SK ratings, and the requirements and responsibilities of the SK ratings.

1-1. The operation and maintenance of a ship's supply department requires an SK with which of the following attributes?

1. A continuous wait and see attitude
2. A good sense of humor
3. A high degree of technical competence
4. A small degree of technical competence

1-2. The Storekeeper rating is identified as which of the following types of rating?

1. Specialist only
2. Service only
3. Both service and specialist
4. General rating

1-3. Prior to being advanced to Storekeeper 3rd class, a Storekeeper striker must acquire which of the following areas of knowledge?

1. Specific knowledge of all department functions
2. A detailed knowledge of those functions that an SK3 will be required to perform
3. A general knowledge of overall supply functions
4. A detail knowledge of the ship's store operation

1-4. An SK3 and SK2 may be required to perform which of the following supply functions?

1. Direct the preparation of reports to the type commander
2. Determine routine requirements for equipage and repair parts
3. Establish the procedures to be used in processing material for shipment
4. Account for supplies and equipage funds

1-5. Which of the following designations may be used as a Storekeeper's job title?

1. Technical Librarian
2. Logroom Yeoman
3. Jack of The Dust
4. Cargo handler

1-6. Why is it important that you develop an awareness of how your particular job fits into the overall responsibility of the supply department?

1. You obtain a better understanding of why you are required to do all of the technical work performed by the department
2. You obtain a better understanding of the separation and distinct responsibilities of your work
3. You obtain a greater tolerance for performing the unimportant drudgery work for the department
4. All of the above

1-7. To ensure that the reports prepared from the records you maintain are correct, you should take which of the following precautions?

1. Check to make sure all entries are correct only
2. Make sure all entries are neat and legible only
3. Make sure all entries are neat, legible, and correct
4. Make allowances for errors that you may forget to correct

1-8. Your responsibility for technical leadership are special to your rating and directly relate to your work as an SK.

1. True
2. False

Learning Objectives: Recognize the importance of planning and the manner in which you should plan your career and qualify for advancement. Identify publications that are required and other publications and training materials that are optional in preparing for advancement.

1-9. What has been the primary source of training for enlisted career development?

1. Nonresident career courses
2. The Navy's formal school programs
3. "On-the-job" training
4. Fleet training centers

- 1-10. What skill(s) are needed to properly develop a career in the supply field?
1. Technical only
 2. Administrative only
 3. Leadership only
 4. Technical, administrative, and leadership
- 1-11. To obtain technical information regarding your duties as an SK, which of the following publications would be the most helpful to you?
1. Basic manual
 2. TRAMAN
 3. Appropriate official
 4. Subject matter training manuals
- 1-12. TRAMANS are designed to do what?
1. Establish a knowledge threshold
 2. Help you prepare for advancement
 3. Teach you all you need to know about your rate
 4. Train you for all future assignments
- 1-13. Before you begin an intensive study of any part of a TRAMAN, what should be your first step?
1. Read the preface only
 2. Read the table of contents
 3. Check through the index only
 4. Become familiar with the entire book
- 1-14. Which of the following steps should you take first when you begin to study a TRAMAN?
1. Set up a regular study plan
 2. Refer to the advancement handbook for Storekeeper
 3. Learn how the training manual is organized
 4. Try to state the main ideas of the training manual in your own words
- 1-15. After becoming familiar with the TRAMAN, which of the following steps should you take?
1. Take a more detailed look at the manual to see how it is organized
 2. Read the introductions, chapter by chapter. headings, and subheadings
 3. Take another look at the table of contents
 4. All of the above
- 1-16. As you look through the TRAMAN, which of the following questions should you ask yourself?
1. What do I know and what do I need to learn about this TRAMAN
 2. How is this information related to information given in other chapters
 3. How is this information related to that found in the PARS
 4. All of the above
- 1-17. After you have obtained a general idea of what is in the TRAMAN, how should you go about increasing your knowledge?
1. Fill in the details by intensive study only
 2. Cover a complete unit each study period only
 3. Complete a unit each study period and fill in the details by intensive study
 4. Cover the same amount of material each study period
- 1-18. You can best demonstrate that you have mastered the subject matter from a chapter or section of a TRAMAN by accomplishing which, if any, of the following goals?
1. Quote word for word, paragraphs from the text
 2. Express in your own words the main points of the subject
 3. Remember pertinent dates
 4. Remember tables of data, Navy forms, and pertinent dates
- 1-19. To effectively meet the responsibilities of your rate, the development of high quality performance requires which of the following mixtures?
1. Formal training and practical experience
 2. Informal training and practical experience
 3. Technical competence and pride
 4. Technical knowledge and a deep sense of personal responsibility
- 1-20. You are studying references in preparation for advancement, Which of the following attitudes should you adopt toward the material?
1. Study only the sections required
 2. Become familiar with as much material as you can
 3. Memorize the procedures given in the publication
 4. Look for key words and memorize how they pertain to the subject

- 1-21. To benefit most from the information you gain in the TRAMAN, you should take which of the following actions?
1. Make a written outline of the unit only
 2. Write down the most important ideas only
 3. Relate the information to the knowledge you already have
 4. Relate the information to the knowledge you already have, make a written outline of the unit, and write down the most important idea
- 1-22. If you become familiar with all the information in the TRAMAN, you will have all the information you need to perform the duties of your rating.
1. True
 2. False
- 1-23. Before studying any publication, you should do what?
1. Make sure you have the latest edition
 2. Take a course to master information available in the TRAMAN
 3. Write an outline about what you already know about the subject
 4. Look through the publication and ask yourself questions
- 1-24. You can determine whether you have the latest edition of a TRAMAN by checking the NAVEDTRA number listed in the NAVEDTRA 12061.
1. True
 2. False
- 1-25. Completion of a TRAMAN may be accomplished by passing a nonresident training course based on the training manual.
1. True
 2. False
- Learning Objective:* Identify the organizational roles and functions of the Navy Supply System.
- 1-26. Navy inventory managers other than ICP's are responsible for which, if any of the following basic Navy programs?
1. Development and use only
 2. Management of material only
 3. Development, use, and management of material
 4. Development and management only
- 1-27. The management part of the Navy Supply System organization consist of what officials or offices?
1. Comptroller of the Navy and Commander, Naval Supply System Command
 2. Commander, Naval Supply System Command and the Chief of Naval Operations
 3. Assistant Secretary of the Navy and the Comptroller of the Navy
 4. Chief of Navy Operations and Commander, Naval Supply System Command
- 1-28. The Navy Supply Command (NAVSUP) is responsible for providing supply management policies and technical guidance for Navy material to which of the following activities?
1. U.S. Navy only
 2. U.S. Navy and Marine Corps
 3. The Department of Defense
 4. U.S. Navy and Air Force
- 1-29. Which of the following officials serves as the Navy's supply manager?
1. Command, Naval Sea System Command
 2. Commander, Naval Supply Systems Command
 3. Chief of Naval Operations
 4. Chief of Naval Material
- 1-30. The primary responsibility of an inventory manager is the management of items of supply. This role is filled by which of the following officials/offices?
1. Systems Commands only
 2. Inventory Control Points only
 3. Project Managers and Systems Commands
 4. Project Managers, Systems Commands, and Inventory Control Points
- 1-31. Who is responsible for the supervision of the Navywide policy in production, procurement, supply and disposal of material?
1. Secretary of The Navy
 2. Assistant Secretary of The Navy
 3. Chief of Naval Operations
 4. Assistant to the Chief of Naval Operations
- 1-32. Planning and determining the material support needs of the Navy is the responsibility of which of the following individuals or organizations?
1. Secretary of The Navy
 2. Assistant Secretary of The Navy
 3. Chief of Naval Operations
 4. Naval Supply System Command

1-33. The management of the Defense Business Operations Funds (DBOF) is under which of the following system commands?

1. NAVAIR
2. NAVFAC
3. NAVSEA
4. NAVSUP

1-34. Inventory managers are under the command of which of the following activities or officials?

1. Fleet Industrial Supply Centers
2. Type commanders
3. Naval Supply Systems Command
4. Naval Sea Systems Command

1-35. Which of the following items of supply are managed by an ICP?

1. Items assigned to a single agency
2. Items assigned to a military services inventory manager for supporting retail stock
3. Items for end-use requirements of the military services
4. All material used by the Navy

1-36. Fleet Industrial Supply Centers provide a variety of logistical support services to which of the following activities?

1. Fleet activities only
2. Shore activities only
3. Overseas bases and fleet activities only
4. Fleet, shore, and overseas activities

1-37. The Commander-in-Chief of a fleet is responsible for all except which of the following logistic readiness activities?

1. Disseminating information to subordinate commanders
2. Establishing logistic standards
3. Establishing logistic policies
4. Managing and storing an intermediate level of inventory

Learning Objectives; Recognize the functions of a supply department afloat, the factors that must be considered in determining the number of officers and enlisted personnel assigned, and the responsibility and duties of those assigned.

- | |
|------------------------|
| A. Weapons officer |
| B. Engineering officer |
| C. Supply officer |
| D. Medical officer |
| E. Navigation officer |
| F. Operations officer |

Figure 1A.—Department Heads

IN ANSWERING QUESTIONS 1-38 THROUGH 1-42, SELECT FROM FIGURE 1A THE OFFICER RESPONSIBLE FOR THE PROCUREMENT, RECEIPT, AND STOWAGE OF THE MATERIAL SHOWN AS THE QUESTION.

1-38. War reserve nuclear weapons.

1. A
2. B
3. C
4. D

1-39. Medical supplies.

1. A
2. C
3. D
4. E

1-40. Inert nuclear weapons material.

1. A
2. B
3. C
4. E

1-41. Intelligence charts.

1. A
2. C
3. E
4. F

1-42. Ammunition containers.

1. A
2. C
3. E
4. F

- 1-43. The fleet supply officer is responsible for which of the following actions?
1. Acts as principal logistics agent for the fleet commanders
 2. Assists the operational and type commanders in developing logistics doctrine and procedures
 3. Both 1 and 2 above
 4. Review's and takes action on requisitions submitted by fleet units that require approval of higher authority
- 1-44. Ships are assigned to type commanders for administrative purposes and are grouped by which of the following categories?
1. Age only
 2. Type only
 3. Class and type only
 4. Class, type, and age
- 1-45. Supply Corps officer on the staff of a type commander are responsible for which of the following duties?
1. Advising the type commander as to supply requirements
 2. Ensuring compliance with Navy Department and Fleet Supply Directives
 3. Conducting inspections of supply functions
 4. All of the above
- 1-46. The supply officer is responsible to which of the following individuals for the performance of all supply department functions?
1. Stores officer
 2. Disbursing officer
 3. Commanding officer
 4. Each of the above
- 1-47. The supply officer may assign certain supply department functions to a subordinate in accordance with what chapter of the NAVSUP P-485?
1. 1
 2. 2
 3. 3
 4. 4
- 1-48. The ship's supply department material support functions include which of the following duties?
1. Procurement, receipt, storage, issue, and accounting for the material only
 2. Procurement, receipt, stowage, and issue of the material only
 3. Procurement, receipt, stowage of the material only
 4. Procurement and receipt of material only
- 1-49. Which of the following divisions is responsible for the procurement, receipt, storage, and issue of aviation material?
1. S-1
 2. S-2
 3. S-6
 4. S-8
- 1-50. Which of the following functions is considered to be a supply department service?
1. Operation of the enlisted dining facility
 2. Operation of the ship's store facility
 3. Disbursement of government funds (on ships with supply corps officers attached)
 4. Each of the above
- 1-51. When a Supply Department Organizational Manual is prescribed by the type commander, it is prepared by which member of the ship's company?
1. Stores branch head
 2. Supply department head
 3. Executive officer
 4. Commanding officer
- THIS SPACE LEFT BLANK INTENTIONALLY.

- | | |
|----|--------------|
| A. | S-1 Division |
| B. | S-2 Division |
| C. | S-3 Division |
| D. | S-4 Division |
| E. | S-5 Division |
| F. | S-6 Division |
| G. | S-7 Division |

Figure 1B.—Supply department of a large fleet unit

IN ANSWERING QUESTIONS 1-52 THROUGH 1-54. SELECT FROM FIGURE 1B THE DIVISION RESPONSIBLE FOR THE FUNCTION LISTED AS THE QUESTION.

- 1-52. Operates the ship's laundry.
1. A
 2. C
 3. D
 4. E
- 1-53. Procures and accounts for equipage and repair parts.
1. A
 2. B
 3. F
 4. G
- 1-54. Maintains officers and crewmembers pay records.
1. B
 2. C
 3. D
 4. F
- 1-55. The preparation and verification of public vouchers is the responsibility of which of the following divisions?
1. S-1
 2. S-2
 3. S-6
 4. S-1
- 1-56. What measures should be taken to ensure a high state of readiness is maintained when personnel changes occur?
1. Ensure face-to-face turnovers are made
 2. Establish a formal training program
 3. Require a one month turnover
 4. Each of the above
- 1-57. Operation and supervision of the enlisted dining facility, includes all except which of the following actions?
1. Procurement of equipment
 2. Procurement of subsistence
 3. Preparation of food
 4. Service of food
- 1-58. The wardroom mess is in what supply division?
1. S-1
 2. S-5
 3. S-3
 4. S-7
- 1-59. Data processing functions come under what division of the supply department?
1. S-7
 2. S-6
 3. S-5
 4. S-1
- 1-60. The supply department's formal training records include all records pertaining to which of the following types of information?
1. Curriculums by rating, lesson plans, and schedules only
 2. Curriculums by rating, lesson plans, schedules, and individual training records only
 3. Curriculums by rating, lesson plans, schedules, individual training records, and personnel advancement requirement forms only
 4. Curriculums by rating, lesson plans, schedules, personnel advancement requirement forms, division officers' notebooks, and military training

Learning Objective: Identify some of the organizational roles and functions of the integrated Navy Supply System.

- 1-61. Ships are loaded with sufficient supplies to assure a prescribed period of self-sufficiency for what reason?
1. To permit maximum retaliation
 2. To support civil disturbance
 3. To provide support during a natural disaster
 4. To provide technical assistance to allied forces
- 1-62. The support of a deployed ship is dependent upon which of the following capabilities?
1. Overseas bases capability
 2. CLF capability
 3. Self-support capability
 4. CLF and self-support capability
- 1-63. The Navy Supply System is integrated with which of the following activities?
1. Defense Personnel Support Center (DPSC)
 2. Defense Industrial Supply Center (DISC)
 3. Defense Logistics Agency (DLA)
 4. Defense Fuel Supply Center (DFSC)
- 1-64. The Navy Supply System ICPs perform which of the following functions?
1. Manage one or more types of material only
 2. Stock material for issue to operating forces only
 3. Manage one or more types of material and stock material for issue to operating forces
 4. Distribute material to stock points, manages one or more types of material, and stock material for issue to operating forces
- 1-65. Which of the following functions is/are performed by Navy stock points?
1. Procures, receives, and issues material only
 2. Invoices customers for material used only
 3. Reports issues of material to cognizant ICP
 4. Invoice customers, procures, receives, issues and report issues to the cognizant ICP
- 1-66. USS John Paul Jones submits a requisition for a 1H cog repair part to FISC San Diego. If the item is not in stock, what action should be taken by FISC San Diego?
1. Refer the requisition to the inventory manager (ICP) for cognizance 1H material
 2. Purchase the required item and forward it to the USS John Paul Jones
 3. Hold the requisition until the required repair part is available for delivery
 4. Return the requisition to USS John Paul Jones with directions to resubmit the requisition
- 1-67. What percentage of line items in the integrated Navy Supply System are managed by DLA?
1. 60 percent
 2. 80 percent
 3. 90 percent
 4. 40 percent
- 1-68. All except which of the following cognizance symbols are managed by DLA's?
1. 9C
 2. 9N
 3. 9Q
 4. 9M
- 1-69. Which of the following common use items is/are provided by the General Services Administration (GSA)?
1. Items not available at a Navy stock point
 2. Paint and cleaning gear only
 3. Paper and handtools only
 4. Paper, handtools, paints, and cleaning gear
- Learning Objectives: Specify the factors to be considered in planning the arrangement of a supply office and the skills required for assignment to the supply office.
- 1-70. A member should have which of the following skills to successfully serve in a supply office?
1. Know how to operate and care for labor-saving devices
 2. Be familiar with various types of letters and how to prepare them
 3. Be able to maintain records and submit required reports and returns
 4. All of the above

1-71. Which of the following measures would provide for the health, safety, and comfort of the office worker?

1. Placing each desk directly under a ventilation blower outlet
2. Locating the desks so they face light
3. Keeping equipment, supplies, and publications securely stowed when not in use
4. Locate desks so they face each other

1-72. Which of the following types of upkeep should you be able to perform on the office equipment you operate?

1. Routine care
2. Minor adjustments
3. Both 1 and 2 above
4. Major repairs and adjustments

1-73. To complete typing assignments quickly and satisfactorily, the SK should have which of the following capabilities?

1. Speed only
2. Speed and accuracy only
3. Speed, accuracy, and good typing technique only
4. Speed, accuracy, and the ability to make neat erasures, center a heading, divide words, and keep a typewriter in good operating condition

1-74. Where can you find information for routine maintenance of office equipment?

1. Manufacturer's instruction book
2. 3M Maintenance Manual
3. Warranty booklet
4. Maintenance Requirement Card

1-75. Word processing equipment (WPE) is a keyboard device that has which of the following capabilities?

1. Controlled storage only
2. Controlled retrieval only
3. Automated typing only
4. Controlled storage retrieval and automated typing

ASSIGNMENT 2

Textbook Assignment: "Administration-continued, chapter 3, pages 3-2 through 3-16; "Material Identification: chapter 4, pages 4-1 through 4-17; "Procurement," chapter 5, pages 5-1.

Learning Objective: Specify the factors to be considered in planning the arrangement of a supply office and the skills required for assignment to the supply office (continued from assignment 1).

Learning Objective: Identify some of the principal supply publications used afloat and indicate their purpose and general content.

- 2-1. Stand-alone display text editors which have been electrically linked to a central processing unit (CPU) are known by which of the following terms?
1. Intelligent typewriters
 2. Blind-keyboard word processors
 3. Thin-window word processors
 4. Shared-logic system
- 2-2. The number of work stations and printers in each shared-logic system depends on which of the following Criteria?
1. Number of personnel assign
 2. Size of the work space
 3. Both 1 and 2 above
 4. Power of the CPU
- 2-3. Stand-alone display text editors provide the user with which of the following capabilities?
1. Math processing only
 2. Magnetic recording only
 3. Move, delete, or insert words, sentences, or paragraphs only
 4. Move, delete, insert words, sentences, paragraphs, math processing, and magnetic recording
- 2-4. Latent impressions can contribute to compromise of classified information.
1. True
 2. False
- 2-5. Close controls over the use of the fastcopy machines should be established to prevent which of the following undesirable results?
1. Unnecessary cost
 2. Security abuses
 3. Both 1 and 2 above
 4. Use by other departments

- 2-6. On matters pertaining to supply procedures, a Storekeeper would most likely refer to what references?
1. NAVSO Manuals
 2. NAVSUP Manuals
 3. Navy Regulations
 4. Generals Orders
- 2-7. Minimum procedures for the operation of supply departments on ships are contained in what reference?
1. NAVSUP Manual, Volume 1
 2. NAVSUP P-485
 3. NAVSUP P-484
 4. NAVSO P-3073

- | |
|-----------------|
| A. NAVSUP P-485 |
| B. NAVSUP P-486 |
| C. NAVSUP P-487 |
| D. NAVSUP P-567 |

Figure 2A.-Publications

IN ANSWERING QUESTIONS 2-8 THROUGH 2-10, SELECT THE PUBLICATION FROM FIGURE 2A FOR THE TITLE USED AS THE QUESTION.

- 2-8. Shipboard Uniform Automated Data Processing System-207 Support Procedures.
1. A
 2. B
 3. C
 4. D

- 2-9. Ship's Store Afloat.
1. A
 2. B
 3. C
 4. D
- 2-10. Foodservice Management.
1. A
 2. B
 3. C
 4. D
- 2-11. Personnel assigned OPTAR recordskeeping duties should refer to which of the following publications when they desire information on recording OPTAR transactions?
1. NAVSO P-519
 2. NAVSO P-3073 only
 3. NAVSO P-3013 only
 4. NAVSO P-3073 and NAVSO P-3013
- 2-12. In what volume and chapter of the NAVCOMPT Manual should you refer for the unit identification code of the Fleet Industrial Supply Center, Norfolk?
1. Volume 2, chapter 5
 2. Volume 2, chapter 1
 3. Volume 3, chapter 3
 4. Volume 8, chapter 5
- 2-13. Information about military duties of shipboard personnel, general quarters, and emergency bills may be found in which of the following publications?
1. Ship's Organization and Regulation Manual
 2. U.S. Navy Regulations
 3. Department Organization Manual
 4. Naval Ship's Technical Manual
- 2-14. The professional duties and responsibilities of supply personnel of a particular ship are outlined in which of the following publications?
1. Naval Supply System Command Manual
 2. Supply Department Organization Manual
 3. Ship's Organization and Regulations Manual
 4. Navy Comptroller Manual
- 2-15. The publication, NAVSO P-3013, Financial Management of Resources, is issued by which of the following organizations or individuals?
1. Assistant Secretary of Defense
 2. Secretary of the Navy
 3. Navy Supply Systems Command
 4. Comptroller of the Navy
- 2-16. The manual which delineates the responsibility of disbursing officers ashore and afloat is issued by which of the following organizations or individuals?
1. Naval Supply Systems Command
 2. Comptroller of the Navy
 3. Assistant Secretary of Defense
 4. Secretary of the Navy
- 2-17. What publication establishes equipage allowances for your ship?
1. Illustrated Shipboard Shopping Guide (ISSG)
 2. Coordinated Shipboard Allowance List (COSAL)
 3. Naval Supply System Command Manual
 4. Naval Ship Systems Command Technical Manual
- 2-18. Normally, changes to a NAVSUP Manual are issued in what form?
1. Pen-and-ink changes
 2. Page changes
 3. Change bulletins
 4. Directives
- 2-19. What publication lists current changes in the various publications used in the supply department?
1. Naval Supply Corps Newsletter
 2. Naval Ship Systems Command Allowance List, General Index
 3. Federal Stock Catalog, General Stores Section
 4. Defense Logistics Agency Loglines
- Learning Objective;* Identify the various forms of naval correspondence, their uses and preparation procedures.
- 2-20. An instruction differs from a notice in which of the following ways?
1. It contains information having brief reference value (less than 6 months)
 2. It contains information having one-time or short reference value
 3. It has continuing reference value until superseded or canceled
 4. It has a self-canceling provision

2-21. Which of the following types of written communications are classified as "correspondence"?

1. Letters only
2. Directives only
3. Memorandums and directives
4. Letters, directives, and memorandums

2-22. Official correspondence that requires action should be routed by which of the following means to ensure prompt attention?

1. Tickler tile
2. File card
3. Check sheet
4. Route sheet

2-23. What is the purpose of a tickler file?

1. To indicate categories of supplies on hand
2. To serve as a reminder for action
3. To indicate requisitions outstanding
4. To serve as a memorandum file

2-24. You are asked to assign a number to an instruction. From which publication do you determine what number to assign?

1. Correspondence Manual
2. BUPERSMAN
3. Department of the Navy Standard Subject Identification Codes
4. Navy Register

2-25. A notice issued by your office should be assigned all except which of the following identifiers?

1. The originator's abbreviation
2. The type of directive
3. The subject identification number
4. A consecutive number, preceded by a decimal point

2-26. What authority issues instructions that schedule the destruction of Navy records?

1. SECDEF
2. SECNAV
3. CNO
4. NMPC

2-27. The procedure for the transfer and preservation of records of a permanent nature are published by which of the following organizations or individuals?

1. General Services Administration
2. Chief of Naval Operations
3. Chief of Naval Personnel
4. District commandants

Learning Objectives: Determine the purpose, scope, and use of the Federal Catalog System identify Federal stock groups and classes; and specify the location and function of the elements in a stock number.

2-28. Material identification under the Federal Catalog System involves which of the following actions?

1. Naming, describing, classifying, and numbering
2. Describing, classifying, numbering, and inventorying
3. Classifying, numbering, inventorying, and naming
4. Numbering, inventorying, naming, and describing

2-29. Administration of the Federal Catalog System is accomplished by which of the following agencies?

1. Naval Supply Systems command
2. Navy Material Command
3. Defense Logistics Agency
4. Department of Defense

2-30. One advantage of the Federal Catalog System is the common language it provides to all Department of Defense, civil agencies, and North Atlantic Treaty Organization countries.

1. True
2. False

2-31. Materials are assigned to federal supply classifications according to which of the following characteristics?

1. Physical or performance
2. Relative costs
3. Security requirements
4. Manufacturers' identification

2-32. The Navy uses the supply groups 01 through 09 for forms and publications that are not included in the Federal Catalog System.

1. True
2. False

2-33. All except which of the following cognizance symbols indicate material that is carried in the Naval Stock Account (NSA)?

1. 1H
2. 2N
3. 9M
4. 9Z

2-34. What does the second character of the cognizance symbol indicate?

1. Special reporting requirements for the material
2. The rate of usage of the material
3. The unit of issue of the material
4. The inventory manager or ICP

2-35. Which of the various elements of a national stock number may be used by itself to identify a specific item of material?

1. National item identification number
2. Cognizance symbol
3. Federal supply classification
4. Federal supply group

2-36. When an item of material requires special inspection, testing, storage, or handling, the Commander, Navy Supply Systems Command may indicate this by assigning what designation?

1. FSC
2. SMIC
3. NIIN
4. NSN

2-37. Some items are designated by the cognizant inventory manager for special reporting and/or control. The designation is shown by which of the following acronyms?

1. SMIC
2. MCC
3. NIIN
4. FSC

A.	9Z
B.	80
C.	8030
D.	00-244-1298

Figure 2B.-National stock number

IN ANSWERING QUESTIONS 2-38 THROUGH 2-41, SELECT FROM FIGURE 2B THE ELEMENT FOR THE DESCRIPTION USED AS THE QUESTION.

2-38. National item identification number.

1. A
2. B
3. C
4. D

2-39. Cognizance symbol.

1. A
2. B
3. C
4. D

2-40. Federal supply classification.

1. A
2. B
3. C
4. D

2-41. Federal supply group.

1. A
2. B
3. C
4. D

2-42. Items of material that are not included in the Federal Catalog System, but are stocked or monitored in the Navy Supply System, are identified by Navy Item Control Numbers (NICNs).

1. True
2. False

2-43. Local item control numbers may be assigned to shipboard consumable items when they are not identified by an NSN or NICN.

1. True
2. False

2-44. Material identified on the MRIL are classified as which of the following items?

1. Shelf life
2. Hazardous
3. Repairable
4. Consumable

- 2-45. Items of equipment are designated as "controlled equipment" according to which of the following factors?
1. High unit cost, vulnerability to pilferage, and/or essential to ship's mission
 2. Vulnerability to pilferage, essential to ship's mission, and/or known deficiencies
 3. Essential to ship's mission, known deficiencies, and/or high unit cost
 4. Known deficiencies, high unit cost, and/or vulnerability to pilferage
- 2-46. The continuous identification marking prescribed by FED-STD-183b requires that each item of stock be marked with which of the following designations?
1. The producer's name or trademark and commercial designation of the material
 2. The national stock number and the producer's name or trademark
 3. The commercial designation of the material and the national stock number
 4. The national stock number and the tensile strength rating
- 2-47. Color codes are used on compressed gas cylinders for what purpose?
1. To identify the type of cylinder
 2. To identify the type of gas contained in the cylinder
 3. To identify the type of metal the cylinder is made of
 4. To identify whether each cylinder is flammable or inflammable
- 2-48. A compressed gas cylinder that contains the highly flammable gas acetylene is painted what color?
1. Red
 2. Gray
 3. Yellow
 4. Brown
- 2-49. The white strip on an oxygen cylinder indicates that the contents are fit for human use. What is the body color of this cylinder?
1. Black
 2. Blue
 3. Green
 4. Yellow
- 2-50. All except which of the following items of information is normally etched on the manufacturer's nameplate of installed equipment?
1. Manufacturer's name
 2. National stock number
 3. Model number
 4. Serial number
- 2-51. All Storekeepers should become proficient in the use of the NAVSUP P-4000 because it contains what information?
1. Guidelines for the use of various Federal Catalog Systems and NAVSUP publications
 2. Instructions that disseminate information relative to items within the Navy supply system
 3. The interrelationship of various publications.
 4. All of the above
- 2-52. The ML-N contains information relating to national stock number (NSN) management data for which of the following material?
1. Items for which Navy interest has been recorded
 2. Ammunition stock
 3. Both 1 and 2 above
 4. All items listed in the MCRL
- 2-53. Part I of the MCRL provides which of the following types of information?
1. Cross-reference between NSN and reference numbers
 2. Cross-reference between reference numbers and CID
 3. A list of repairable items
 4. A list of material control codes
- 2-54. The LIRSH is a reference publication and should be used in conjunction with which of the following other references?
1. HMIS only
 2. MRIL only
 3. HMIS and MRIL
 4. NAVSUP P-486

A.	MRIL
B.	ML-N
C.	MCRL
D.	HMIS

Figure 2C.-Publications

IN ANSWERING QUESTIONS 2-55 THROUGH 2-57, SELECT FROM FIGURE 2C THE PUBLICATION YOU CAN FIND THE INFORMATION LISTED AS THE QUESTION.

2-55. Cross reference information listing from part number to NSN.

1. A
2. B
3. C
4. D

2-56. A listing of items that must be turned in for repair when they fail.

1. A
2. B
3. C
4. D

2-57. A listing of potentially hazardous items.

1. A
2. B
3. C
4. D

2-58. The letter "0" appearing in the repair maintenance column of the MRIL gives you what information about an item?

1. Some repairs are possible at organizational or intermediate level
2. Some repairs are possible at the intermediate level only
3. No repairs are to be attempted at the organizational or intermediate level
4. All repairs are to be accomplished at the organizational or intermediate level

2-59. The ASG contains all except which of the following information?

1. Descriptive data and illustrations
2. NIIN index, which also indicates availability of the item from the mobile logistics support forces
3. Item numbers used for cataloging purposes
4. Stock number of substitute items

2-60. The MCRL is used to provide a cross-reference between which of the following items?

1. Noun names and FSCs
2. Reference numbers and NSNs
3. NIINs and item numbers
4. FSCs and NIINs

2-61. The commercial and government entity (CAGE) is used by the SK to carry out which of the following functions?

1. Determine the correct manufacturer to be used with the NIIN having more than one reference number listed in the MCRL
2. Determine the correct NIIN when the reference number in the MCRL is used with more than one NIIN
3. Select the NIIN from the MCRL showing the CAGE for the manufacturer that made the needed part
4. All of the above

2-62. Which of the following three parts of the CAGE is/are published on microfiche?

1. H4-1 only
2. H4-1 and H4-2 only
3. H4-2 and H4-3 only
4. H4-1, H4-2, and H4-3

2-63. The laundry tumbler manufactured by the American Laundry Machinery Industries uses a V-belt made by which of the following manufacturers?

1. SKF Industries
2. Browning
3. American Laundry Machinery Industries
4. SKF Browning Industries

2-64. The NSN and correct CAGE for the part numbers listed in a NAVSEA Technical manual can be obtained from which of the following publications?

1. MCRL
2. NMDL
3. CAGE and MCRL
4. MRIL

Learning Objectives: Recognize the various methods of obtaining materials for naval activities and identify personnel who are responsible for obtaining materials.

- 2-65. The act of obtaining material or service is known by which of the following term?
1. Procurement
 2. Requisitioning
 3. Survey
 4. Expenditure
- 2-66. Which of the following methods of procurement will you use most frequently?
1. Transfer
 2. Purchase
 3. Requisition
 4. Acquisition
- 2-67. As an SK 3 or 2, your responsibilities for procurement will require you to obtain which of the following items of information?
1. How to determine what material is authorized and when to obtain it
 2. How to determine routine requirements
 3. How to prepare procurement forms only
 4. How to determine what material is authorized, where it is obtained, the forms used in procurement, and how to prepare them
- 2-68. The supply officer is responsible for procuring which of the following supplies and equipment?
1. Medical stores
 2. Marine Corps stores
 3. Materials automatically furnished to the ship without action by the ship
 4. Bulk stores and consumable
- 2-69. When procurement is required of certain items, the supply officer consults the department to ensure the desired specifications are met. What type of material would this normally cover?
1. Standard
 2. Technical
 3. Bulk
 4. Consumable
- 2-70. The term "direct turnover" (DTO) is used to describe which of the following types of material?
1. Material stocked in supply storerooms
 2. Material ordered by departments other than the supply department
 3. Materials ordered by the supply officer but given to a specific department when received
 4. Materials automatically furnished to the ship to replace obsolete items
- 2-71. To whom would the operations officer (a department head) be responsible for reporting an additional need for a particular equipage item in the department?
1. Executive officer
 2. Type commander
 3. Supply officer
 4. Commanding officer
- 2-72. Which of the following SK's share in the responsibility for determining routine stores requirements?
1. Supply office Storekeeper
 2. Stock records Storekeeper
 3. Storeroom Storekeeper
 4. All Storekeepers regardless of rate or where they work

ASSIGNMENT 3

Textbook Assignment: "Procurement"—continued, chapter 5, pages 5-1 through 5-25.

Learning Objective: Recognize some of the factors involved in determining the requirements for general stores, equipment, and repair parts (continued from assignment 2).

- 3-1. Define the term "endurance."
1. The amount of time a ship will be at sea
 2. The distance a ship can travel with out refueling
 3. The period of time required by a ship to use a definite amount of supplies
 4. The period of time required by a ship to use all of its supplies
- 3-2. Once the supply officer knows the rate of usage and the total storage space available, he/she can estimate which of the following factors?
1. Excess amount of material
 2. Percentage of under stocking of standard items
 3. Percentage of overstocking of consumable
 4. Number of days can be maintained by capacity loading
- 3-3. What data should be your most accurate guide in determining the requirements for your ship?
1. Ship's allowance list
 2. Ship's experience as shown in accurate stock records
 3. Ship's initial outfitting list
 4. Ship's usage data tables
- 3-4. In determining quantities of supplies that should be stocked for a newly commissioned ship, the supply officer should be guided by which of the following data?
1. Allowance lists only
 2. Initial outfitting lists only
 3. Usage data tables and allowance list only
 4. Allowance lists, initial outfitting lists, and usage data tables
- 3-5. Which of the following factors may necessitate a review of stock records and a reevaluation of requirements for some or all items stocked aboard a ship?
1. Type of climate during operation and length of cruise only
 2. Length of cruise and type of operation (combat or training) only
 3. Supply support availability only
 4. Length of cruise, type of operation, supply support availability, and climate during operation
- 3-6. In preparing for your ship's deployment, what factor is of prime importance to the supply officer?
1. Stockage objective
 2. Amount of material on hand
 3. Availability of supply support during the cruise
 4. Ship's allowance
- 3-7. Which of the following actions is generally carried out on a routine basis?
1. Replacing material that has been surveyed
 2. Ordering material to replace that issued from storeroom
 3. Ordering new equipment material
 4. Ordering in-excess material
- Learning Objective:* Determine the source of supply for routine material requirements.
- 3-8. Materials required to support your ship are normally procured through what channel(s)?
1. The Navy or DOD supply systems
 2. Transfer from another ship
 3. Purchase on the open market
 4. The type commander
- 3-9. The responsibility for setting forth the procedures for obtaining support from fleet issue ships rests with what official(s)?
1. Type commanders
 2. Local commanders
 3. Fleet commanders
 4. Chief of Naval Operations

- 3-10. Ships that are operating within the waters of the continental United States normally submit their requisitions to which of the following activities/commands?
1. Fleet industrial supply center
 2. Fleet issue ship
 3. Tender
 4. Naval shipyard
- 3-11. The TARSSL is a load list that reflects the items carried by which of the following types of ships?
1. Tenders only
 2. Repair ships only
 3. Tenders and repair ships
 4. Refrigerated ships
- 3-12. The supply officer afloat must conform to certain restrictions but may obtain emergency items and services not available in the supply system by local purchase on the open market.
1. True
 2. False
- 3-13. On ships without Supply Corps officers, local purchases may be made by the commanding officer under the same circumstances allowed for ships with Supply Corps Officer.
1. True
 2. False
- 3-14. An (AS) TARSSL includes items of resupply required to support which of the following ships'?
1. Destroyers
 2. Submarines
 3. Cruisers
 4. Aircraft carriers
- 3-15. As set forth by CNO, the FIRL is computed to satisfy (a) what percent of the forecasted demands of the deployed fleet, for (b) what length of time?
1. (a) 85%; (b) 60 days
 2. (a) 90%; (b) 90 days
 3. (a) 85%; (b) 90 days
 4. (a) 80%; (b) 60 days
- 3-16. The CARGO, NAVSUP P-4998, is tailored for use by afloat requisitioners to procure all types of materials.
1. True
 2. False

Learning Objectives: Determine the procurement procedures; identify the terms and the forms used in procurement; and recognize the procedure for preparing a DD Form 1348.

- 3-17. A request for material or services from another naval activity is known as what type of request?
1. Invoice
 2. Demand
 3. Consignment
 4. Requisition
- IN ANSWERING QUESTIONS 3-18 THROUGH 3-21, SELECT THE TYPE OF REQUISITION USED TO PROCURE THE MATERIAL LISTED AS THE QUESTION.
- 3-18. Controlled equipage not on the ship's allowance list.
1. Standard
 2. Non-standard
 3. In-excess
 4. Not-excess
- 3-19. Equipage on a ship's allowance list needed to bring the amount on hand or order up to full allowance.
1. Non-excess
 2. In-excess
 3. Non-standard
 4. Standard
- 3-20. Nonstandard consumable items similar to items available in the supply system.
1. Non-excess
 2. In-excess
 3. Non-standard
 4. Standard
- 3-21. Non-controlled equipment items
1. Standard
 2. Non-standard
 3. Non-excess
 4. In-excess
- 3-22. What type of requisition should you use for communications security equipment designated as crypto and handled through crypto channels?
1. DD Form 1419
 2. DD Form 1149
 3. DD Form 1348
 4. DD Form 1155

- 3-23. Industrial plant equipment is requisitioned using what form?
1. DD Form 1419
 2. DD Form 1149
 3. DD form 1348
 4. DD Form 1155
- 3-24. Which of the following forms may you use to requisition material from another naval activity?
1. NAVSUP Form 1155
 2. NAVSUP Form 1250-1
 3. DD Form 1348
 4. Both 2 and 3 above
- 3-25. What form is normally used to procure bulk lube oil from an ashore supply activity?
1. DD Form 1149
 2. DD Form 1348
 3. DD Form 1348-1
 4. DD Form 1348-6
- 3-26. What is the MILSTRIP term used to refer to an inquiry by the requisitioner to determine the action taken on a previously submitted requisition?
1. Tracer
 2. Followup
 3. Duplicate
 4. inquiry
- 3-27. Requisitions containing exception data may be submitted via AUTODIN.
1. True
 2. False
- 3-28. MILSTRIP is designed to permit transmission and receipt of requisitions by which of the following methods?
1. Mail only
 2. Telephone only
 3. Courier and mail only
 4. Mail, telephone, and courier
- 3-29. During periods of restricted communication, narrative message requisitions will be electrically transmitted only if they have what priorities?
1. 01-08
 2. 09-10
 3. 11-12
 4. 13-15
- 3-30. Each requisition included in a message to DAAS is limited to what total number of card columns of data?
1. 66
 2. 67
 3. 68
 4. 69
- 3-31. When prescribed by the supply source, the DD 1149 may be used to requisition which of the following repairs and/or services?
1. Repairs or rentals of laborsaving devices only
 2. Repair of equipage items only
 3. Dry cleaning/renovation services only
 4. Dry cleaning/renovation services, repair of equipage, or laborsaving devices
- 3-32. A letter request submitted for material that is chargeable to the ship's OPTAR will require what form as an obligation document?
1. DD Form 1149
 2. DD Form 1150
 3. DD Form 1348
 4. DD Form 1348-1
- 3-33. Materials stocked in a specific SERVMART are in which of the following sources?
1. Stock list
 2. Stores list
 3. Shopping guide
 4. Load list
- 3-34. The use of which of the following forms is mandatory in all procurement actions from SERVMART?
1. NAVSUP Form 1149
 2. NAVSUP Form 1250-1
 3. NAVSUP Form 131-1
 4. DD Form 1348
- 3-35. Which of the following documents must be prepared to support each category of material that is to be procured from SERVMART?
1. One DD 1348-1 for each item
 2. One SSL, in triplicate
 3. One DD 1348 or NAVSUP 1250-1 (MOV)
 4. Both 2 and 3

- 3-36. The person designated to pick up material at a SERVMART is responsible for which of the following actions?
1. Annotating the SSL as to quantity of each item received and quantity NIS
 2. Correcting SSL to reflect current prices, stock numbers, and unit of issue
 3. Reconciling differences between the prices listed in the adding machine tape and SSL
 4. All of the above
- 3-37. The DD Form 1348 emergency requirements requisition used to obtain material from ships other than supply ships and tenders should contain all except which of the following entries?
1. Routing identifier
 2. Document identifier
 3. Identification of requisition
 4. Identification of source of supply
- 3-38. Which of the following characteristics could designate an item as controlled equipment?
1. High cost only
 2. Liable to pilferage only
 3. Required for ship's mission and high cost
 4. High cost, liable to pilferage, and required for ship's mission
- 3-39. When controlled equipment is required in excess of allowance for a particular operation, the requisition is submitted for approval to what person/authority?
1. Supply officer
 2. Commanding officer
 3. Type commander
 4. Fleet commander
- 3-40. Letter requests for the procurement of installed ordnance equipment are submitted by which of the following officials?
1. The supply officer
 2. The commanding officer only
 3. The type commander only
 4. The commanding officer and the type commander
- 3-41. MTR items should be expeditiously shipped to the nearest designated repair facility for which of the following reasons?
1. A long lead time for repairs is required
 2. Items must be promptly repaired and placed in supply system stock for reissue
 3. Items must be promptly returned to the manufacturer for replacements (new items)
 4. To avoid tracer actions
- 3-42. Advice code 5G is used when a remain-in-place certification is required for a mandatory turn-in repairable being requisitioned.
1. True
 2. False
- 3-43. FIRM repairable listed in the MRIL should be identified by which of the following entries?
1. MCC "E" in the notes column only
 2. "FIRM ITEM" in the "MCC" column only
 3. MCC "E" in the "MCC" column, and by "FIRM ITEM" in the notes column
 4. "FIRM ITEM" in the "MCC" column and "E" in the notes column
- 3-44. All except which of the following sources are customary sources of supply for fuel oil?
1. Commercial ships
 2. Foreign commercial shore installations under Navy or defense contracts
 3. Shore installations of other services
 4. Other Navy ships
- 3-45. When requisitioning bunker fuel, the supply officer is responsible for all except which of the following responsibilities?
1. Determining the quantity needed
 2. Procuring the fuel
 3. Arranging for timely delivery
 4. Arranging for place of delivery
- 3-46. What is the maximum percentage of the rated bunker capacity that a ship may take according to the NAVSEA safety factor?
1. 94%
 2. 95%
 3. 96%
 4. 97%

- 3-47. Who has the responsibility for determining the quantity of cargo fuel aboard an oiler?
1. Supply officer
 2. Engineer officer
 3. Cargo officer
 4. First lieutenant
- 3-48. Which of the following forms is used in procuring fuel?
1. DD Form 1348-1
 2. DD Form 1348 (6 part)
 3. DD Form 1149
 4. NAVSUP Form 48
- 3-49. What entry is shown in card column 51 of a DD 1348 requisition for an I cog publication?
1. A
 2. B
 3. C
 4. D
- 3-50. When material such as ship's store or subsistence stock is transferred for ship's use, it is chargeable to what ship's account?
1. Allowance
 2. Store profits
 3. OPTAR
 4. Subsistence allowance
- 3-51. When requisitioning I COG publications, which of the following items of information pertaining to the transaction is provided by the Navy Stock List of Form and Publications?
1. Special requisitioning instructions only
 2. Approval requirements only
 3. Requisition restrictions and approval requirements
 4. Restrictions, approval, and special requisitioning instructions
- 3-52. What form should you use to record a transfer of metal polish from ship's store stock to ship's use?
1. DD Form 1348-1
 2. DD Form 1348
 3. DD Form 1150
 4. DD Form 1149
- 3-53. The material outstanding file should be maintained in what order?
1. Julian date
 2. Calendar date
 3. Document number
 4. Alphabetic
- 3-54. The amount and kind of supply status you receive on a requisition is indicated by which of the following codes?
1. Advice
 2. Media and status
 3. Priority designator
 4. Signal
- 3-55. Which of the following document identifiers is used on a DD Form 1348 Followup request?
1. A01
 2. A0E
 3. AC1
 4. AF1
- 3-56. Your ship receives a group of supply status cards. What code indicates those requisitions for which automatic supply status has been requested?
1. AE1
 2. AR1
 3. AC1
 4. AS1
- 3-57. The routing identifier following the document identifier on status cards indicates what kind of information pertaining to the material?
1. Activity holding the requisition
 2. Activity providing the status
 3. Shipment routing of the material
 4. Shipment status of the material
- 3-58. What kind of information does the routing identifier following the advise/status code on status cards give you?
1. Activity holding the requisition after the action is completed
 2. Activity providing the status
 3. Shipment status of the material
 4. Shipment routing of the material

- 3-59. Which of the following items of information should be shown on a shipping status card?
1. Shipping activity only
 2. Date material was shipped only
 3. Mode of shipment and shipping activity
 4. Shipping activity, date, and mode of shipment
- 3-60. You submit a followup requisition on urgently needed material for which the priority delivery date is past and no status has been received. You should enter document identifier "AT" to request the supply activity to take what action?
1. Cancel the prior requisition
 2. Process the followup as a requisition if they have no record of the original requisition
 3. Change the priority delivery date of the original requisition
 4. Modify the previous requisition
- 3-61. You prepare a document requesting a supply activity to discontinue supply action on one of your ship's MILSTRIP requisitions. This is the first step of what procedure?
1. Cancellation
 2. Referral
 3. Backorder
 4. Followup
- 3-62. When you receive a backorder reconciliation request, you check the listing against your records and make a report. This reconciliation allows you to carry out all except which of the following actions?
1. Learn the current status of backordered requisitions
 2. Cancel old requisitions for material no longer needed
 3. Correct supply activity files
 4. Modify amounts ordered on previous requisitions
- 3-63. Which of the following parts of a MILSTRIP requisition can you modify?
1. Priority and fund code
 2. Priority and required delivery date
 3. Required delivery date and fund code
 4. Required delivery date and quantity
- 3-64. Which of the following conditions must exist in order for the supply officer of a naval vessel to purchase supplies or services on the open market?
1. There is a immediate and urgent requirement
 2. The supplies or services are not available at the local supply support activity
 3. Time and scheduled operations will not permit procurement through normal shore-based purchasing activities
 4. Immediate and urgent requirement, services/supplies not available at local supply support center, and time and scheduled operations will not permit procurement through normal channels
- 3-65. Activities afloat may not purchase specified materials including automotive equipment, boats, library books, and printing equipment without specific authority from what source?
1. Cognizant bureau or command
 2. Commanding officer
 3. SOPA
 4. Type commander
- 3-66. Using the purchase order method, what is the maximum value of a purchase that a supply officer afloat may be authorized to make under normal conditions?
1. \$ 250
 2. \$ 500
 3. \$2,500
 4. \$25,000
- 3-67. When a purchase order is negotiated by an ashore activity, an OPTAR obligation document must be prepared. Which of the following forms should be used?
1. DD Form 1348
 2. DD Form 1155
 3. NAVSUP Form 48
 4. STD Form 44

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Learning Objectives: Indicate the various methods of purchase and the forms that should be used; identify the person(s) responsible for the establishment and operation of an imprest fund.

3-68. To purchase materials under emergency conditions, the supply officer may be authorized to purchase material up to what maximum amount?

1. \$30,000
2. \$35,000
3. \$40,000
4. \$50,000

3-69. What type of fund is the imprest fund?

1. Trust
2. Stock
3. Revolving
4. Management

3-70. Before the commanding officer of a ship may authorize an imprest fund, written approval must be obtained from which of the following individuals or organizations?

1. Fleet commander
2. Type commander
3. Comptroller of the Navy
4. Naval Supply Systems Command

3-71. Before the value of an authorized imprest fund may exceed \$ 1,000, approval must be obtained from which of the following authorities?

1. The type commander only
2. NAVSUP only
3. The type commander and NAVSUP
4. The commanding officer

3-72. How often should a review of the imprest fund be made to determine if the fund is still required?

1. Weekly
2. Monthly
3. Quarterly
4. Semi-annually

3-73. Which of the following personnel may be designated as the imprest fund cashier?

1. An SK3 in the supply office
2. A PN in the personnel office
3. An ENS in the operations office
4. A LT in the engineering office

3-74. Money to establish an imprest fund is advanced by what individual?

1. Disbursing officer of the ship
2. Supply officer of the ship
3. Squadron commander
4. Type commander

3-75. Imprest funds may be used for which of the following transactions?

1. Purchase of money orders
2. Cashing checks or money orders
3. Cash payment upon delivery for supplies available immediately
4. Payment of transportation charges to common carriers

ASSIGNMENT 4

Textbook Assignment: "Procurement"--continued, chapter 5, pages 5-25 through 5-32; "Receipt, Custody, and Storage," chapter 6, pages 6-1 through 6-15, "Inventory Management," chapter 7, pages 7-1 through 7-9.

Learning Objectives: Indicate the various methods of purchase and the forms that should be used; identify the person(s) responsible for the establishment and operation of an imprest fund (continued from assignment 3).

- 4-1. Which of the following forms may be used as the request document to make purchases using the imprest fund?
1. NAVSUP Form 1155
 2. NAVSUP Form 1250-1
 3. DD Form 1348
 4. Both 2 and 3 above
- 4-2. What type of receipt is used to advance imprest funds so a person may make a purchase?
1. Preliminary
 2. Final
 3. Interim
 4. Advance
- 4-3. The signature of the vendor is required on the original invoice or Standard Form 1165 if a cash purchase exceeds what maximum amount?
1. \$12
 2. \$13
 3. \$14
 4. \$15
- 4-4. Normally, how often should the imprest fund cashier balance records to ensure that the total amount of the fund is accounted for?
1. Daily
 2. Weekly
 3. Monthly
 4. Quarterly
- 4-5. When are imprest fund cashiers required to account for the funds they have been authorized?
1. At any time
 2. Daily
 3. Weekly
 4. Monthly
- 4-6. You are the imprest fund cashier. If you make disbursements, you must prepare a reimbursement voucher at least how often?
1. Daily
 2. Weekly
 3. Monthly
 4. Quarterly
- 4-7. Which of the following accounting data is a required entry in the "Cost Code" column of the "accounting classification" section of the STD Form 1129?
1. Fund code
 2. Obligation document number
 3. Unit identification code
 4. Standard delivery date
- 4-8. The "paid" copies of each STD Form 1129 must be tilled and retained for what minimum period of time?
1. 1 year
 2. 2 years
 3. 6 months
 4. Until the next quarterly inspection
- 4-9. Indefinite delivery type contracts are usually made for the receipt of which of the following types of supplies and/or services?
1. Rubber stamps only
 2. Laundry and dry cleaning services only
 3. Fuel/lubricating oils only
 4. Rubber stamps, laundry/dry cleaning services, and fuel/lubricating oils
- 4-10. What form is used to obtain supplies and services such as fuel and lubricating oils and laundry service under indefinite delivery contracts?
1. DD Form 1149
 2. DD Form 1155
 3. STD Form 44
 4. STD Form 1129

4-11. A blanket purchase agreement (BPA) is negotiated and prepared by which of the following individuals or organizations?

1. Ship's supply officer
2. Imprest fund cashier
3. Type commander
4. Supporting supply activity ashore

4-12. Under the fast payment purchase procedures, consignee's should notify the purchasing activity of non-receipt of supplies due within how many days after the specified delivery date?

1. 7 days
2. 14 days
3. 30 days
4. 60 days

4-13. A BPA is an arrangement established with a vendor to furnish designated categories of material for an indefinite period of time?

1. True
2. False

4-14. The BPA fast payment procedure is designed to accomplish which of the following improvements?

1. Eliminate the time required for inspection of the material before delivery aboard ship only
2. Eliminate the expense incurred for inspection and acceptance of the material only
3. Permit payment to the supplier when the material is shipped only
4. Permit payment when material is shipped, eliminate inspection and acceptance expense incurred, and time required for inspection before material is shipped

Learning Objective; Specify the procedures that should be followed by the Storekeeper responsible for the receipt, identification, inspection, and disposition of incoming stores.

4-15. Although the procedures used to receive stores, stow materials, and process receipt documents may vary from ship to ship, the procedures used must meet the requirements set forth in which of the following publications?

1. Naval Ships' Technical Manual
2. NAVSUP P-485
3. NAVCOMPT Manual
4. Consolidated Hazardous Item List

4-16. The supply department would NOT be responsible for processing the receipt papers for which of the following items?

1. .45 caliber pistol
2. Spring for a 3"/50 gun
3. Case of .22 caliber practice ammunition
4. Canteen for the landing force

4-17. Which of the following actions should be taken regarding receipts?

1. Date the document upon receipt
2. Circle the quantity accepted
3. Sign the document to indicate receipt
4. All of the above

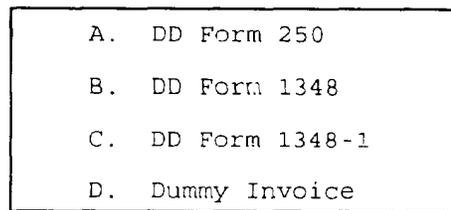


Figure-4A.-Documentation

IN ANSWERING QUESTIONS 4-18 THROUGH 4-22, SELECT FROM FIGURE 4A THE DOCUMENTATION USED FOR THE MATERIAL LISTED AS THE QUESTION.

4-18. Material ordered from another ship.

1. A
2. B
3. C
4. D

4-19. Material from supply activities ashore.

1. A
2. B
3. C
4. D

4-20. Material from a contractor ordered by an inventory manager initiated contract.

1. A
2. B
3. C
4. D

- 4-21. Material received without papers.
1. A
 2. B
 3. C
 4. D
- 4-22. Material received "directed delivery" aboard ship.
1. A
 2. B
 3. C
 4. D
- 4-23. Supplies delivered to a ship by the supplying activity or vendor are classified as which of the following types of receipt/delivery?
1. Mail/parcel post
 2. Direct deliveries
 3. Consignments
 4. Freight
- 4-24. When you receive large quantities of stores at one time, you should stack them on the pier or deck until you have completed which of the following actions?
1. Preliminary identification and package counts are made
 2. Paperwork has been signed
 3. Supply officer inspects material
 4. Quality inspection is completed
- 4-25. In which of the following receipt transactions would the preliminary inspection/count procedure NOT normally be conducted?
1. Delivery by a local vendor
 2. Receipts from other supply officers
 3. Underway replenishment
 4. Material received directly from the ship's post office
- 4-26. Deliveries of purchased supplies are considered complete at what point?
1. When the supplies are delivered on the pier
 2. When the supplies are delivered within reach of the ship's cargo boom
 3. When the supplies have been delivered to the place designated and a signed receipt has been given
 4. When the supplies have been turned over to a ship's representative
- 4-27. When you receive stores from another naval activity, what type of inspection, if any, is required?
1. A spot check to determine if the items meet the contract specifications
 2. A through inspection of all items to determine if they meet the contract specifications
 3. An inspection to determine if the items are damaged or broken
 4. None
- 4-28. When used to refer to a person possessing Navy-owned material, the term "custody" implies that the person is responsible for the proper care, stowage, use, and records concerning that material.
1. True
 2. False
- 4-29. The actual physical custody of supplies aboard ship is the responsibility of which of the following persons?
1. Commanding officer
 2. Supply officer only
 3. Appropriate department head only
 4. Supply officer or appropriate department head
- Learning Objectives:* Recognize the factors that should be considered in stowing material; recognize procedures that should be followed in stowing special items such as alcohol, acid, bar and sheet steel, lumber and paints.
- 4-30. Material custodians should always ensure that all items in stowage are legibly marked with which of the following information?
1. Shelf-life code
 2. Noun name
 3. Identification number
 4. Stowage location
- 4-31. The cognizant inventory manager establishes the degree of preservation-packaging and packing deemed necessary to protect the material from deterioration and damage during which of the following material operations?
1. Shipment
 2. Handling
 3. Stowage
 4. Each of the above

- 4-32. What individual should supervise the relocation of material in stowage?
1. Storeroom Storekeeper
 2. Leading storeroom Storekeeper
 3. Store's officer
 4. Supply officer
- 4-33. Which of the following types of storerooms is/are normally used to stow case lots of frequently demanded items?
1. Main issue storerooms
 2. Bulk storerooms
 3. Repair parts storerooms
 4. Each of the above
- 4-34. Which of the following items should be located (stowed) in a readily accessible area to facilitate periodic screening?
1. SIM
 2. Shelf-life
 3. Hazardous
 4. Heavy bulk
- 4-35. The shipboard flammable liquids storeroom should be located in what part of the ship?
1. Either end of the ship above the full load waterline
 2. Either end of the ship, below the full load waterline
 3. At the mid-section of the ship above the full load waterline
 4. At the mid-section of the ship below the full load waterline
- 4-36. You are stowing gas cylinders that have been pressurized to 2,200 PSI. If the valve of one of the compressed gas cylinders should be snapped off, what distance (in free flight) would the cylinder travel, if at all?
1. Approximately 2 feet
 2. Approximately 2,200 feet
 3. Approximately 2,600 feet
 4. None
- 4-37. Acetylene will explode upon contact with which of the following substances?
1. Chlorine only
 2. Copper only
 3. Mercury and chlorine only
 4. Chlorine, copper, and mercury
- 4-38. Aerosol cylinders will burst if exposed to a heat source in excess of what specific temperature?
1. 100F
 2. 120 F
 3. 140 F
 4. 160 F
- 4-39. Items that are both radioactive and magnetic are identified in the ML-N by what SMCC?
1. W
 2. X
 3. Y
 4. Z
- 4-40. What shelf-life code is assigned to items that may not have their shelf life extended?
1. Type I code (numeric)
 2. Type I codes (alpha)
 3. Type II codes (numeric)
 4. Type II codes (alpha)
- Learning Objective:* Recognize the general security rules that apply to all supply department spaces.
- 4-41. How often should you take action to keep your assigned storerooms in a clean and orderly condition?
1. Quarterly
 2. Monthly
 3. Weekly
 4. Daily
- 4-42. Fire fighting equipment, electrical fixtures, and ventilation systems that are located in storage spaces should be checked at least how often?
1. Daily
 2. Weekly
 3. Monthly
 4. Quarterly
- 4-43. The supply officer or duty supply officer should make a security report of the storerooms at what interval(s)?
1. Twice a day
 2. Daily
 3. Weekly
 4. At irregular intervals

Learning Objective: Identify group spaces of the supply department for the purpose of key administration.

4-44. Key padlocks to supply spaces should be what size?

1. 1 inch
2. 2 inches
3. 1-1/2 inches
4. 2-1/2 inches

4-45. Keys for group I spaces should be handled in what manner at the close of the working day?

1. They should be placed in the general key locker in the supply office
2. They should be turned over to a watch captain
3. They should be retained by the member in charge of each space
4. They should be put in a glass-front key locker

4-46. The duplicate master key for all spaces of group I should be kept by what officer?

1. Supply officer
2. Stores officer
3. Mess officer
4. Ship's store officer

4-47. A clothing space belongs to what space group'?

1. Group I
2. Group II
3. Group III
4. Group IV

4-48. A master key is NOT provided for spaces of what groups?

1. I
2. II
3. III
4. IV

4-49. Security must be maintained for group III spaces in which of the following ways?

1. When entering a group III space, the ship's store officer must be accompanied by two witnesses
2. The recorded lock combination and "setting-in key" must be sealed in an opaque envelope, which is signed across the flap by the custodian and kept in the ship's store officer safe
3. The custodian must not disclose the combination of the lock to anyone
4. Each of the above

4-50. Which of the following personnel keeps a master key (original) to all locks in group IV spaces?

1. Chief Storekeeper or leading Storekeeper
2. Chief master-at-arms
3. Supply officer or a designated assistant
4. OOD or the petty officer of the watch

4-51. The supply officer is required to maintain custody of a grand master key which will pass locks in all EXCEPT which of the following groups?

1. I
2. II
3. III
4. IV

Learning Objective: Specify the preparations that should be made and the procedures that should be followed when conducting inventories.

4-52. As a stock records Storekeeper, you should request a spot inventory under which of the following circumstances?

1. An issue document is checked "NIS" and the stock record shows an on-hand balance
2. A requisition status card indicates a unit of issue change from EA to PG
3. An issue document shows 24 EA remaining and the stock record card balance after posting the issue is 6
4. A particular item is a fast mover

4-53. Preparation for an inventory includes all EXCEPT which of the following actions?

1. Disposing of all opened containers or cartons
2. Repacking loose items in standard packs when possible
3. Posting all receipt and issue documents to stock record cards
4. Restowing stock where necessary to facilitate identification

- | |
|--|
| <ul style="list-style-type: none"> A. Bulkhead to bulkhead B. Specific commodity C. Special material D. Velocity |
|--|

Figure 4B.—Types of inventory

IN ANSWERING QUESTIONS 4-54 THROUGH 4-57, SELECT THE TYPE OF INVENTORY FROM FIGURE 4B THAT IS USED FOR THE ONE DESCRIBED AS THE QUESTION.

4-54. An inventory of all pipe fittings.

- 1. A
- 2. B
- 3. C
- 4. D

4-55. An inventory of all fast movers.

- 1. A
- 2. B
- 3. C
- 4. D

4-56. An inventory of all items in a storeroom.

- 1. A
- 2. B
- 3. C
- 4. D

4-57. An inventory of all storeroom items listed in the HMIS.

- 1. A
- 2. B
- 3. C
- 4. D

4-58. From the statements below, select the one that best describes the purpose of an inventory.

- 1. To dispose of obsolete stock
- 2. To rearrange the stowage plan
- 3. To bring stock and stock records into agreement
- 4. To consolidate all multiple locations

4-59. To record inventories of non-SIM items the storeroom Storekeepers may use all except which of the following documents as inventory count documents?

- 1. EAM cards
- 2. NAVSUP Form 1114
- 3. NAVSUP Form 1075
- 4. Prepared stock listings

4-60. When it becomes necessary to open a sealed container to verify its contents, the container should be left open to make future issues easier.

- 1. True
- 2. False

4-61. Before count documents are matched with stock record cards, they should be reviewed to ensure that all except which of the following checks have been made?

- 1. Entries are legible
- 2. items scheduled for inventory show the present quantity in stock
- 3. Count documents are dated and initialed
- 4. Incorrect prerecorded locations have been deleted

4-62. Promptly upon the completion of the physical inventory, the count documents for stock repair parts being inventoried must be reviewed by which of the following members of the ship's company?

- 1. Inventory personnel
- 2. Supply officer only
- 3. Engineering officer only
- 4. Supply officers and engineering officer

4-63. After the review of the count documents is finished, which of the following actions should be the next step in the inventory process?

- 1. Applicable count documents should be dated and initialed
- 2. The inventory physical count should be completed
- 3. Inventory count documents should be reconciled with the stock records
- 4. Reverify the location of each item

Learning Objectives: Identify the inventory control procedures and reporting requirements for controlled equipment.

- 4-64. Controlled equipage consists of shipboard items selected or approved by which of the following officials?
1. Fleet supply officers
 2. Chief of Naval Material
 3. Fleet commanders in chief
 4. Chief of Naval operations
- 4-65. If the commanding officer does not consider the "CEIL" to be sufficiently inclusive, which of the following actions can be taken?
1. Designate additional equipage as required "controlled equipage"
 2. Designate as additional controlled equipage only those items that will also be designated as "signature required"
 3. Designate as additional controlled equipage only those items that will also be designate as "nonsignature required"
 4. Forward a request to the type commander requesting that additional items be added to the "CEIL"
- 4-66. The Controlled Equipage Custody Record also serves as which of the following other types of records?
1. Expenditure
 2. Maintenance
 3. Inventory control
 4. Consumption
- 4-67. What total number of copies of a Controlled Equipage Custody Record should be prepared when only one department has responsibility for the item indicated?
1. An original only
 2. An original and one copy
 3. An original and two copies
 4. An original and three copies
- 4-68. The original Controlled Equipage Custody Record must be retained by which of the following individuals?
1. Storeroom Storekeeper
 2. Supply officer
 3. Equipage custodian
 4. Commanding officer
- 4-69. Each new balance on a "signature required" controlled equipage custody record must be attested to by the signature of which of the following individuals?
1. Commanding officer only
 2. Supply officer only
 3. Commanding officer and supply officer
 4. Responsible head of the department
- 4-70. An inventory of all controlled equipage is taken annually during what specific time period?
1. 15 February- 15 March
 2. 15 June - 15 July
 3. 15 September - 15 October
 4. 15 December - 15 January
- 4-71. Normally, an inventory of the controlled equipage in the custody of the supply department should be made under which of the following circumstances?
1. The supply officer is being relieved
 2. The stores officer is being relieved
 3. The ship is scheduled for deployment
 4. The ship is undergoing shipyard overhaul
- 4-72. Responsibility for conducting the annual inventory of controlled equipage rests with which of the following individuals?
1. The supply officer
 2. All heads of departments
 3. The controlled equipage Storekeeper
 4. A officer designated by the commanding officer
- 4-73. During inventory, controlled equipage is discovered to be missing. Which of the following actions must the inventory officer take first?
1. Prepare a letter of explanation
 2. Reduce the allowance on the officer's copy of the NAVSUP 306
 3. Conduct a recount and/or investigative research
 4. Procure a replacement item
- 4-74. A type commander's deficiency/excess program provides for management of controlled equipage assets in which of the following ways?
1. Affords ready visibility of deficiencies and excesses only
 2. Matches deficiencies to excesses only
 3. Facilitates redistribution and affords ready visibility of excesses only
 4. Affords ready visibility, matches deficiencies and excess, and facilitates redistribution

ASSIGNMENT

5

Textbook Assignment: "Inventory Management"—continued, chapter 7, pages 7-9 through 7-18; "Material Expenditures," chapter 8, pages 8-1 through 8-14, Appendix I, and "Accounting Classification," chapter 9, pages 9-1 through 9-8; "Afloat Accounting and Reporting," chapter 10, pages 10-1 through 10-2.

Learning Objectives: Define selected item management (SIM) and describe the management procedures required.

- 5-1. All EXCEPT which of the following actions is a SIM repair part inventory management requirement?
1. Maintaining joint tile of SIM and non-SIM stock records
 2. Maintaining close and continuing attention to details
 3. Submitting a quarterly stock status review
 4. Submitting a semiannual inventory
- 5-2. Which of the following items of information makes it possible for the supply department to maintain sufficient amounts of material on hand to support the ship during deployments?
1. Stock records
 2. Load lists
 3. Spot inventories
 4. Inventory schedules
- 5-3. Ships that have completed a SOAP/ILO since July 1974 should maintain what color of stock record cards for "Q" COSAL items?
1. Red
 2. Green
 3. Buff
 4. Blue
- 5-4. Use of which of the following tiling equipment is recommended for filing SIM stock record cards?
1. Card tile trays
 2. Card tile drawers
 3. Card tile boxes
 4. Each of the above
- 5-5. When the original stock record card is filled up and a new card must be prepared, any outstanding requisition appearing on the original card must be treated in what way?
1. Canceled and resubmitted
 2. Transferred to the new card
 3. Completed (material received) before the original card is filed
 4. Transferred to a special outstanding requisition log
- 5-6. When should you post receipts to the stock record cards?
1. On the last day of the month in which the material is received
 2. Daily as material is received
 3. Daily as requisitions are prepared
 4. Weekly as you post issues
- 5-7. Which of the following data elements on a receipt document should be compared with those on the stock record card?
1. Unit price, COG, and NSN
 2. Unit of issue, storage location, and NSN
 3. Quantity received with quantity requisitioned and NSN
 4. All of the above
- 5-8. What action, if any, should be taken on the outstanding requisition portion of the stock record card when partial shipment is received?
1. Cross out the requested quantity and enter the remaining quantity due
 2. Make out a new stock record card
 3. Enter the requisition number and leave the quantity blank
 4. Take no action until the receipt is complete
- 5-9. When there is a change in the unit of issue, it may require a change in which of the following factors?
1. The quantity on hand
 2. The high and low limits or allowance
 3. The demand quantity
 4. All of the above

5-10. When a receipt shortage exceeds \$100 per line item, what action, if any, should you take?

1. Make out a dummy credit invoice for shortage
2. Reject and return the shipment to the originator
3. Report the shortage as a receipt discrepancy
4. No action is required unless shortage involves controlled equipage

5-11. Which of the following receipt shortages should be resolved directly with the supplying activity?

1. Navy owned material received during UNREP only
2. Navy owned material received from a NSC only
3. Navy owned material received from GSA
4. Navy owned material received during UNREP or from an NSC

5-12. After a receipt has been posted to the stock record, the receipt document should be forwarded to which of the following ship's personnel?

1. Requisitioning Storekeeper
2. OPTAR records Storekeeper
3. ACCESS records Storekeeper
4. Records and reports Storekeeper

5-13. The total quantity of material requested has NOT been received, and no suffix code has been entered in column 44 of the receipt document, What does this indicated?

1. Requisition is considered to be completed
2. Requisition is considered to be incomplete
3. Remaining material will be forwarded as required
4. Quantity not received has been back-ordered

5-14. Which of the following actions should be considered an objective of inventory control procedures used afloat?

1. Focus attention on the relatively few items that will satisfy the majority of demands for material
2. Increase physical inventory requirements and allow for individual physical inventory procedures
3. Increase the number of stock record management data changes required to be made by nonautomated ships
4. Each of the above

Learning Objective: Define expenditure and differentiate between the various types of material expenditures.

5-15. All actions that result in a decrease to Navy assets can be described as what types of transaction?

1. Transfer
2. Surveys
3. Issues
4. Expenditures

- A. Issue
- B. Transfer
- C. Survey
- D. Loan

Figure 5B.—Expenditure Documents

IN ANSWERING QUESTIONS 5-16 THROUGH 5-19, SELECT FROM FIGURE 5B THE TYPE OF EXPENDITURE INVOLVED IN EACH SITUATION LISTED AS THE QUESTION.

5-16. Movement of material from the custody of one supply officer to the custody of another supply officer

1. A
2. B
3. C
4. D

5-17. Storeroom material is expended for use by the engineering department.

1. A
2. B
3. C
4. D

5-18. A typewriter is dropped and damaged beyond repair.

1. A
2. B
3. C
4. D

5-19. During inventory a "loss by inventory" is recorded for several stock items.

1. A
2. B
3. C
4. D

Learning Objective: Indicate the numbering, recording, and filing requirement for transfer and survey documents.

5-20. All except which of the following elements are included in an expenditure document number?

1. The Julian date
2. A four-digit serial number
3. The ship's UIC
4. The classification code of the expended material

5-21. Expenditures in document serial numbers are assigned in which of the following ways?

1. A single series of numbers is used
2. A separate series of numbers is used for different material categories
3. Either 1 or 2 above
4. The requisition serial number log

5-22. Throughout the fiscal year, all except which of the following documents are numbered consecutively?

1. Surveys of controlled equipage
2. Turn-ins of repairable items
3. Transfers of ordnance material
4. Surveys of food items

5-23. Your supply officer determines that a single series of expenditure document numbers will be used for all transfers and surveys and directs you to set up the Expenditure Record Log for the new fiscal year, What total number of sections must the log contain?

1. One
2. Two
3. Three
4. Four

5-24. Expenditure invoices should be filed in what manner?

1. By expenditure document number
2. By expenditure serial number
3. By completion date of the expenditure
4. By approval date of the expenditure

Learning Objectives; Identify the procedures for processing issue requests: recognize the reason for controlling issues and the method used.

5-25. Normally, you will accept requests from, and issue material to which of the following individuals?

1. Heads of departments only
2. Persons designated by heads of departments
3. Any member of the departments
4. Only persons designated by the supply officer

5-26. Which of the following reasons is valid for controlling issues of material?

1. To reduce the number of material requests
2. To retain more material in the storerooms
3. To restrict the number of stock replenishment requisitions
4. To ensure that only essential material is requested

5-27. The ship's OPTAR is normally distributed to the various departments in what form?

1. Issue authorizations
2. An operating budget
3. A supplementary OPTAR
4. A departmental budget

5-28. All issues of stock material and all DTO material procured by the supply department must be recorded on which of the following forms?

1. NAVSUP Form 1250-1
2. NAVSUP Form 1250-2
3. DD Form 1348 and 1348-1
4. DD Form 1149 and 1150

Learning objective: Recognize the factors involved and the procedures that should be followed when material is transferred to ships and supply activities ashore.

5-29. Which of the following sources provides authority for a supply officer to transfer material?

1. The NAVSUP P-485
2. The supply department or ship's organization manual
3. Supply department instructions
4. OPNAVINST 3120.32 instructions

- 5-30. In determining the availability of material to be transferred, the supply officer must consider all EXCEPT which of the following factors?
1. Quantity on hand
 2. Anticipated usage until replenishment
 3. The advice of the using department
 4. The unit price of the requested item
- 5-31. When you are posting the stock record card, how are transfers distinguished from issues?
1. The transferred quantity is circled
 2. The document numbers are different
 3. Transfers are not posted until the replacement is received
 4. Transfers are entered on the reverse of the stock record card
- 5-32. Invoices covering transfers to other ships supply officers are summarized at the end of the month on what form?
1. Record of Receipts and Expenditure, NAVSUP Form 367
 2. Inventory Record, NAVSUP Form 1059-1
 3. Summary of Material Receipts/Expenditures, NAVCOMPT Form 176
 4. Journal of Expenditures, NAVSUP Form 1978
- 5-33. Whether a credit will or will not be granted for the turn in of excess material is determined by which of the organizations or individuals?
1. Quality inspector of the material at receiving site
 2. FISC receiving the excess material
 3. Type commander
 4. Inventory manager
- 5-34. A survey is a procedure that must be initiated in all EXCEPT which of the following circumstances?
1. Storeroom material is lost
 2. An incoming shipment is damaged by the carrier
 3. Controlled equipage is damaged
 4. A piece of Navy-owned equipment is destroyed by carelessness

Learning Objectives: Identify the various types of accounting and appropriations; recognize the titles and symbols of frequently used appropriations.

- 5-35. For accounting purposes, naval activities are divided into what two categories?
1. Fleet units and landing parties
 2. Landing forces and sea support
 3. Districts and type commands
 4. Shore activities and operating forces
- 5-36. Who authorizes an appropriation to incur obligations?
1. Congress
 2. Secretary of the Navy
 3. Secretary of the Treasury
 4. President of the United States
- 5-37. Most appropriations used to finance the normal operating costs of the Navy are for what period of time?
1. A month
 2. A quarter
 3. Six months
 4. A year
- 5-38. The fiscal year covers what specific period of time?
1. 1 July to 30 June
 2. 1 October to 30 September
 3. 1 January to 31 December
 4. 1 April to 31 March
- 5-39. What is the last date that obligations may be made against the appropriation 1781804?
1. 30 SEP 1996
 2. 30 SEP 1997
 3. 30 SEP 1998
 4. 30 SEP 1999
- 5-40. What type of work is supported by a continuing appropriation?
1. Maintenance of buildings
 2. Repair of office equipment
 3. Preventive maintenance on vehicles
 4. Construction of a supply building

- 5-41. Appropriations are placed in what order as to their status?
1. Current, lapsed, expired
 2. Current, expired, lapsed
 3. Lapsed, current, expired
 4. Expired, lapsed, current
- 5-42. At the end of their availability period, the unliquidated obligations of annual and/or multiple-year appropriations are transferred to which of the following government agencies?
1. Treasury
 2. Defense
 3. Navy
 4. Civil Defense
- 5-43. The third digit in the appropriation symbol on an accounting document covering charges and credits to funds provides which of the following items of information?
1. Type of fund
 2. Fiscal year
 3. Particular fund
 4. Department administering the fund
- 5-44. The first two digits of symbol 17X4911 indicate that the appropriation is administered by which of the following agencies?
1. Defense Department
 2. Comptroller of the United States
 3. Bureau of Naval Personnel
 4. Navy Department
- 5-45. The letter "X" in the appropriation symbol 17X1832 provides what specific information?
1. Bureau or office to which the appropriation is assigned
 2. Government department administering the appropriation
 3. No fiscal year limitations
 4. Specific purpose of the appropriation within a bureau or office
- 5-46. The systems command that administers a Navy appropriation is indicated in the accounting code by which of the following sets of digits?
1. The first six digits
 2. First two digits of the appropriation number subhead
 3. Last three digits of the fund symbol
 4. First two digits of the appropriation number
- 5-47. What type of fund is reimbursed in an amount equal to each expenditure?
1. Trust
 2. General
 3. Special
 4. Revolving
- 5-48. What fund is used to procure stocks of common supply items carried in the Navy Stock Account (NSA)?
1. Navy Industrial Fund
 2. Naval Working Fund
 3. Defense Business operations Fund
 4. Navy Management Fund
- 5-49. Within the Navy, control of the Defense Business operations Fund is the responsibility of which of the following individuals?
1. Chief of Naval Material
 2. Chief of Naval Operations
 3. Commander, Naval Supply Systems Command
 4. Secretary of the Navy
- 5-50. All except which of the following transactions would cause a charge against the Defense Business Operations Fund?
1. NSA losses by accounting, survey, or sale not properly charged to an appropriation
 2. Payment of claims approved by the General Accounting Office (GAO)
 3. Donations of surplus NSA material for public health and educational purposes
 4. Cash sales from the NSA to foreign governments
- 5-51. Which of the following symbols represents the Defense Business Operations Fund?
1. 17X4912
 2. 17X4888
 3. 17X4911
 4. 1711804
- 5-52. What is the inventory account title for material purchased by the Defense Business Operations Fund and held until needed by a Navy customer?
1. Navy Stores Account
 2. Navy Stock Account
 3. Appropriation Purchase Account
 4. Stores Inventory Account

- 5-53. Which of the following funds is a revolving fund used to finance commercial-type activities, such as a naval shipyard?
1. Naval Working Fund
 2. Navy Industrial Fund
 3. Navy Management Fund
 4. Navy Capital Fund
- 5-54. The Navy is involved in improving a runway of a British airfield. The cost of labor and material will probably be initially charged to which of the following funds?
1. Defense Business Operations
 2. Navy Industrial
 3. Naval Working
 4. Navy Management
- 5-55. A special short-time program financed by several bureau appropriations should be financed by which of the following funds?
1. Naval Working Fund
 2. Navy Management Fund
 3. Navy Stock Fund
 4. Special Project Fund
- 5-56. What funds are credited for money spent by Navy members procuring items from the ship's store of a naval vessel?
1. General Fund of the Treasury and Navy Management Fund
 2. Defense Business Operations Fund and Ship's Store Profits, Navy
 3. Ship's Store Profits Fund and Naval Working Fund
 4. Navy Management Fund and Navy Capital Fund
- 5-57. The Navy Ship's Store Profits Fund is what type of fund?
1. Trust
 2. Deposit
 3. Revolving
 4. Management
- 5-58. The purpose(s) of the accounting classification system include(s) which of the following goals?
1. To classify expenditures as to their type or purpose
 2. To designate activities responsible for maintaining official records of expenditures
 3. Both 1 and 2 above
 4. To establish public records of the receipt and expenditure of funds
- 5-59. Object class codes are used in what type of transactions?
1. All OPTAR transactions
 2. All transactions that do not affect the international balance of payments
 3. Only OPTAR transactions which affect the international balance of payments
 4. Only transactions other than OPTAR transactions
- 5-60. What previously assigned code is always used as the operating budget number?
1. Unit identification code
 2. Budget suffix code
 3. Operating budget grant code
 4. Service designator code
- 5-61. In connection with operating force OPTAR accounting, the authorized accounting activity is the unit identification code of the appropriate DFAS.
1. True
 2. False
- 5-62. Unit identification numbers are assigned by which of the following individuals?
1. Secretary of Defense
 2. Secretary of the Navy
 3. Comptroller of the Navy
 4. Director of the Budget
- 5-63. Responsibility for assigning an accurate unit identification code on requisitions rests with which of the following organizations?
1. Navy Finance Center
 2. Naval Supply Center
 3. Preparing activity
 4. Shipping activity
- 5-64. Appropriated funds are made available at the operating level in what form(s)?
1. Appropriations or warrants
 2. Apportionments or allotments
 3. Operating budgets
 4. Allotments or suballotments

- 5-65. Which of the following operating budget numbers will be shown on an invoice for fuel transferred from a fleet oiler to a destroyer in the Pacific?
1. 00004
 2. 57070F
 3. 00070F
 4. 00070
- 5-66. CINCPACFLT's operating budgets for ship repair and for fuel are identified by budget suffix codes R and F.
1. True
 2. False
- 5-67. In which of the following OPTAR transactions should an object class code be indicated on each document?
1. When material is transferred between type commands
 2. When the transaction affected the international balance of payments
 3. When an issue for end use is made
 4. When material is transferred within the same type of command
- 5-68. CINCPACFLT receives two operating budgets. Which of the following codes is used to identify each budget?
1. A budget suffix code assigned by the CNO
 2. A budget suffix code assigned by CINCPACFLT
 3. Either 1 or 2 above
 4. A budget suffix code assigned by COMNAVSURFPAC
- 5-69. The cost code shown on a requisition consists of which of the following elements?
1. Two zeros, unit identification code, and appropriation
 2. Two zeros, Julian date, unit identification code, and fund code
 3. Two zeros, fund code, and appropriator
 4. Two zeros, Julian date, serial number, and fund code
- 5-70. In what form do fleet commanders make supplies and equipage funds available to type commanders?
1. Appropriations
 2. Allotments
 3. Operating budgets
 4. Operating targets
- 5-71. Operating target funds are assigned to ships and commands by which of the following organizations or individuals?
1. NAVSUP
 2. NAVSEA
 3. Fleet commanders
 4. The commanders
- 5-72. Who is responsible on each ship for the proper use of OPTAR funds?
1. Commanding officer
 2. Supply officer
 3. Disbursing officer
 4. Accounting Storekeeper
- 5-73. Accounting for operating budgets granted for the operation and maintenance of ships is performed by which of the following organizations?
1. Naval supply centers
 2. Defense Finance and Accounting System
 3. Navy disbursing officers
 4. Each ship receiving a grant
- 5-74. Operating budget accounting records maintained by the fleet accounting officer are based on which of the following data?
1. Obligation data received from ships
 2. Expenditure documents received from supply activities
 3. Expenditure documents received from the disbursing officer
 4. All of the above
- 5-75. What code used in the issue and requisitioning of material is the primary source of accounting data?
1. Work center code
 2. Fund code
 3. Unit identification code
 4. Equipment identification code

Learning Objectives: Specify the actions to be taken by the accounting Storekeeper in maintaining OPTAR records and files; recognize the effects of those actions.

ASSIGNMENT 6

Textbook Assignment: "Afloat Accounting and Reporting"- continued, chapter 10, pages 10-2 through 10-39 and "Automated Supply," chapter 11, pages 11-1 through 11-7.

Learning Objectives: Specify the actions to be taken by the accounting Storekeeper in maintaining OPTAR records and files; recognize the effects of those actions (continued from assignment 5).

6-1. What record is maintained by each ship to record the value of request documents that are chargeable against the type commander's operating budget?

1. OPTAR Document Transmittal Report, NAVCOMPT Form 2156
2. BUDGET/OPTAR Report, NAVCOMPT Form 2157
3. Requisition/OPTAR Log, NAVCOMPT Form 2155
4. Single-Line Item Consumption/Management Document, NAVSUP Form 1250-1

6-2. Maintenance of the Requisition/OPTAR Log for FY 1996 is discontinued after what specific date?

1. 30 JUN 1996
2. 31 MAR 1997
3. 30 JUN 1998
4. 31 DEC 1999

6-3. What form is prepared as the unfilled order document for all transactions that result in a charge to the OPTAR?

1. NAVSUP Form 44
2. STD Form 44
3. DD Form 1348
4. NAVCOMPT Form 2155

6-4. At what point do unfilled orders become filled orders?

1. When the material is issued by the supply activity
2. When the material is received aboard ship
3. When receipt documents are matched with the material outstanding file
4. When matched with expenditure documents by the Defense Accounting Office

Learning Objectives: Specify the actions to be taken by the accounting Storekeeper in maintaining OPTAR records and files; recognize the effects of these actions.

6-5. How many line entries must be made when you are posting a SERVMART pickup to the Requisition/OPTAR Log?

1. One entry for each fund code charged
2. One entry for each item obtained
3. One entry for DTO and one for stock replenishment
4. One entry for each department requesting material

6-6. Where on the Budget/OPTAR Report do you enter the net total obligations for the month?

1. Part I
2. Part II, Caption A
3. Part II, Caption D
4. Part III

6-7. If your type commander directs that certain additional information be included in the current fiscal year's Budget/OPTAR Report message, where should this information appear on the report?

1. Subparagraph F of paragraph 1
2. Subparagraph F of paragraph 2
3. Subparagraph G of paragraph 1
4. Subparagraph G of paragraph 2

6-8. The Budget/OPTAR Report message reports on the prior year's OPTAR during what months?

1. March through August
2. July through December
3. October through December
4. October through March

6-9. When the first prior year's OPTAR is reported upon, what data will be included?

1. Obligation, transmittal, grants FYTD, and SFOEDL processed data
2. Obligation, transmittal only
3. Obligation, transmittal, and grants FYTD only
4. Obligation, transmittal, and SFOEDL processed only

Learning Objectives: Identify the various Defense Accounting Office listings, and recognize the actions required to process them.

- 6-10. Upon receipt of a Summary Filled Order/Expenditure Difference Listing(SFOEDL), the OPTAR recordskeeper should first posts which of the following entries?
1. Adjusted net difference totals shown at the end of the listing to the OPTAR Log
 2. Unadjusted net difference totals shown at the end of the listing
 3. Adjusted "CR" net differences totals shown at the end of the listing to the OPTAR Log only
 4. Unadjusted "CR" net difference totals shown at the end of the listing to the OPTAR Log only
- 6-11. Amounts annotated "CR" in the difference column of the SFOEDL are used for which of the following purposes?
1. To reduce the OPTAR balance
 2. To increase the OPTAR balance
 3. To cancel out a previous OPTAR
 4. To indicate that the item has changed from APA to NSA material
- 6-12. If the shipboard investigation proves that an entry in OPTAR recordskeeper annotates the listing in the manner described by which of the following publications?
1. NAVSO P-3070
 2. NAVSO P-3073
 3. NAVSUP P-485
 4. NAVSO P-3013

- A. PART ORD ESTAB
B. AD CANC
C. NO UNF ORDER
D. UNMATCH EXP

NOTE: These abbreviations appear in the "remarks" column of the SFOEDL.

Figure 7A.-Abbreviations

IN ANSWERING QUESTIONS 6-13 THROUGH 6-16. SELECT FROM FIGURE 7A THE ABBREVIATION THAT SHOULD BE USED FOR THE DEFINITION LISTED AS THE QUESTION.

- 6-13. An expenditure being charged to your OPTAR during the DAO's second attempt to fund a corresponding unfilled order.
1. A
 2. B
 3. C
 4. D
- 6-14. A difference that results from a credit expenditure document.
1. A
 2. B
 3. C
 4. D
- 6-15. A difference that results from DAO administrative cancellation.
1. A
 2. B
 3. C
 4. D
- 6-16. A difference that coincides with the establishment of a partial order.
1. A
 2. B
 3. C
 4. D
- 6-17. The information furnished in the SFOEDL provides your ship an opportunity to examine transactions in light of information held aboard ship but not held by which of the following activities or individuals?
1. Supply officer
 2. Defense accounting office
 3. Fleet commander
 4. Type commander
- 6-18. What publication(s) list(s) the codes to be used in annotating itemized transactions on the SFOEDL?
1. NAVSUP P-485
 2. NAVSO P-3013 only
 3. NAVSO P-3073 only
 4. NAVSO P-3013 and P-3073

- 6-19. To complete a "Code A" annotation in the "remarks" column of the SFOEDL, the OPTAR recordskeeper should make which of the following entries?
1. UIC of the supplying activity, quantity received, and the total receipt price only
 2. UIC of the supplying activity, quantity received, total receipt price, and Julian date of onboard receipt
 3. UIC of your ship, quantity received, total receipt price only
 4. UIC of your ship, quantity received, total receipt price, and Julian date of onboard receipt
- 6-20. The posting of the difference totals to the OPTAR Log and the processing of the transactions on the SFOEDL must be completed within at least how many days after receipt?
1. 5 days
 2. 10 days
 3. 15 days
 4. 20 days
- 6-21. The unmatched expenditures that have a value less than "threshold" are itemized on what kind of listing?
1. Unmatched Expenditure Listing
 2. Unmatched Expenditure less than Threshold Listing
 3. SFOEDL
 4. Addendum to the SFOEDL
- 6-22. The Aged Untitled Order Listing(AUOL) is sent to your ship by the DAO how Often?
1. Monthly
 2. Quarterly
 3. Semiannually
 4. Annually
- 6-23. As the OPTAR recordskeeper, what should be your first step in processing an AUOL?
1. Determine the completion status of the requisition related to the filled orders
 2. Compute the date of the thirtieth (30) day preceding the listing's "Processed" date
 3. Compute the date of the sixtieth (60) day after the listing's "Processed" date
 4. Determine the completion status on the requisition related to the unfilled orders
- 6-24. After computing the date of the sixtieth (60) day preceding the AUOL "processed" date and checking the "Date MAT'L RECD" column of the corresponding OPTAR Log entries, the OPTAR recordskeeper should divide the unfilled orders into how many categories?
1. One
 2. Two
 3. Three
 4. Four
- 6-25. On what list should the OPTAR recordskeeper record an "AD CANC" that is listed on the AUOL?
1. Confirmed Cancellations List
 2. Unmatched Expenditure List
 3. SFOEDL
 4. SAUOL
- 6-26. Within how many days after being received on board should the AUOL be processed?
1. 10 days
 2. 20 days
 3. 30 days
 4. 60 days

Learning Objective: Specify the use of various summaries covering material transfers, reporting procedures, and the effect of material transfers on OPTAR balance.

- 6-27. If you transfer material to another ship on 12 OCT, when should the summary be submitted?
1. By 5 NOV
 2. By 12 NOV
 3. On 31 DEC
 4. On 20 OCT
- 6-28. Each summary must be submitted with a copy of the invoice, DD Form 1348, DD Form 1348-1, DD Form 1149 or which of the following other items?
1. Detailed handwritten listing
 2. Detailed automated listing
 3. Grouped and taped by operating budget
 4. Grouped and taped by UIC and fund code relating to the expense account

6-29. A transfer of 1H Cog material from a Pacific Fleet ship to an Atlantic Fleet ship is reported on which of the following summaries!

1. A
2. B
3. C
4. D

6-30. Which summary is used to report a transfer of 9N COG material between ships under the same type commander?

1. A
2. B
3. C
4. D

6-31. Which summary is used to report transfers of chargeable aviation material to ship's use?

1. A
2. B
3. C
4. D

6-32. Aviation material and cost transfer summaries are designated as what type of summaries?

1. A and B
2. B and C
3. C and D
4. D and E

USE THE FOLLOWING INFORMATION WHEN ANSWERING QUESTIONS 6-33 THROUGH 6-26. DURING DEPLOYMENT, USS BROOKE FFG-43 UIC R04559 TRANSFERS 1H COG REPAIR PARTS TO USS SEMMES CG-52 UIC V05228.

6-33. Which ship is responsible for preparing the summary

1. USS BROOKE FFG-43
2. USS SEMMES CG-52

6-34. Which summary is used to report the transfer?

1. A
2. B
3. C
4. D

6-35. What effect, if any, will this transfer have on USS BROOKE's OPTAR balance?

1. Automatic increase
2. Automatic decrease
3. Increase when authorized by the TYCOM only
4. None

6-36. Under which of the following circumstances will there be an OPTAR adjustment for material transfers between ships under the same TYCOM?

1. When authorized by the transferring ship's commanding officer
2. When authorized by your type commander
3. When the value of the transfer exceeds \$1,000
4. When the value of the transfer exceeds \$2,500

Learning Objective; Recognize the terms used in data processing: specify the use of the punched card and 3-of-9 Bar Code in automated supply procedures.

6-37. An electronic accounting machine is a piece of equipment that has the capability to read input from which of the following items?

1. Punched cards
2. Magnetic tapes
3. A typewriter keyboard
4. A magnetic drum

6-38. An electronic data processing system is capable of all but which of the following operations?

1. Performing computations at fantastic speeds
2. Storing data for future use
3. Processing raw material into punched cards
4. Producing output in the form of listings

6-39. The step-by step instructions written for EAM operations are known by what term?

1. Programs
2. Procedures
3. Processes
4. Projections

6-40. An ADP program is coded instructions to which of the following people/items?

1. The operator only
2. All repair personnel only
3. The computer and repair personnel only
4. The operator and computer

6-41. What total number of columns are there on a standard punch card?

1. 50
2. 80
3. 100
4. 160

6-42. The top right-hand or left-hand corners are cut on a punched card for which of the following reasons?

1. To provide a visual means of identifying a type of card
2. To ensure that all cards are facing in the same direction
3. To ensure that every card is right side up
4. All of the above

6-43. Which of the following forms can be used to reproduce other cards for accounting, stock receipt, and requisition status file?

1. DD Form 1075
2. DD Form 1114
3. DD Form 1348
4. DD Form 1348-1

6-44. What total number of different characters can be represented by the "3-of-9" Bar Code?

1. 43
2. 44
3. 45
4. 46

6-45. Which of the following devices provide the most accurate computer-usable data?

1. Punched cards
2. Magnetic tapes
3. Scanners
4. Manual keys

6-46. Bar codes can be scanned to provide key data for which of the following applications?

1. Location survey only
2. Physical inventory only
3. Material receiving and location survey
4. Location survey, physical inventory, and material receiving

Learning Objective: Indicate the common types of data processing machines used in automated supply procedures and their use.

6-47. An ADP installation that is capable of accepting data and installations, executing instructions, and displaying results is usually known by what term?

1. System
2. Program
3. Procedure
4. Routine

6-48. The Shipboard Uniform Automatic Data Processing System (SUADPS) is presently in use or in process of installation aboard which of the following types of ships?

1. Carriers, repair ships, and destroyers
2. Tenders, repair ships, and submarines
3. Repair ships, tenders, and destroyers
4. Carriers, tenders, and AFS type ships

6-49. Input into the SUADPS is accomplished via which of the following media?

1. Punched cards only
2. Magnetic tapes only
3. Punched cards and magnetic tapes
4. Perforated tape

6-50. Besides the primary U-1500 computer components, there are other equipments necessary for the system to operate. What term is used when referring to this additional equipment?

1. Equipage
2. Subsystem
3. support
4. Auxiliary

Learning Objective: Select the correct procedures and methods used in inventory control, stock record update, and the financial records and reports required under automated supply procedures for stock-funded ships.

6-51. What record contains all pertinent data required for the effective management of an item?

1. Master Record File (MRF)
2. Cross-Reference File (CRT)
3. Requisition History File (RHF)
4. Financial Master File (FMF)

- 6-52. Which of the following files contains a record of all actions pertaining to each requisition from the date of establishment until completion?
1. Master Stock Record (MSR)
 2. Outstanding Requisition File (ORF)
 3. Cross-Reference File (CRT)
 4. Requisition Record File (RON File)

- 6-53. What file contains frequency of demand and demand data for individual stock items?
1. Requisition History File (RHF)
 2. Master Record File (MRF)
 3. Year to Date Expenditure File (EXP)
 4. Cross-Reference File (CRT)

- 6-54. Maintenance-related data collected for input into the 3-M Systems is contained in what file?
1. Maintenance-related transaction file
 2. Maintenance data collection file
 3. Maintenance system file
 4. Transaction tape file

- 6-55. The data in the Master Record File (MRF) is kept current in which of the following ways?
1. The application of transaction during update processing
 2. The application of change notice actions
 3. Both 1 and 2 above
 4. The application of additional information from the requisition record file

Learning Objective: Select the procedures and methods used in inventory control, stock record update, and the financial records and reports required under automated supply procedures for stock-funded ships.

- 6-56. The computer program allows a maximum of how many subrecords for each requisition?
1. 31
 2. 32
 3. 33
 4. 34

- 6-57. The numbers file contains which of the following kinds of records?
1. New NSN to old NSN and vice versa
 2. NSN to description and vice versa
 3. Part number to description and vice versa
 4. All of the above

- 6-58. What code(s) is/are used to make an inquiry into the NBR file?
1. (DI X90) NBR file inquiry only
 2. (DI X82) NBR file inquiry only
 3. Either (DI X90) or (DI X82) NBR file inquires
 4. (X90) NBR file inquiry

- 6-59. The Maintenance-Related Transaction (MRT) in the MDC system is the same as the Transaction Tape (TRN) in the supply system.
1. True
 2. False

- 6-60. What are some of the sources used for input into the MDC file?
1. Inputs via the TDA91 tape and maintenance-related documents
 2. Input via DI X91 and maintenance-related documents
 3. Supply data extracted from the transaction tape and maintenance-related documents
 4. Maintenance-related issues, receipt, turn-ins, DTO requisitions, and cancellation status

- 6-61. Change notice actions that apply to the MRF also apply to the RQN file and become subrecords where applicable.
1. True
 2. False

- 6-62. How often are stock number changes recorded in the numbers file?
1. At the time cross-reference data is updated
 2. Whenever a change notice is processed
 3. Monthly
 4. Quarterly

- 6-63. How often are financial reports produced from the computer?
1. Weekly
 2. Monthly
 3. Quarterly
 4. As required

- 6-64. Control over transactions that have NOT been completed is provided by what type of files?
1. Master record files
 2. Requisition record files
 3. Manual files
 4. Numbers file

- 6-65. What transactions are included in the stock control history file?
1. All locally keypunched cards plus any system-generated cards
 2. All documents that are to be sent to data processing for keypunching
 3. All documents that have been used as a basis for keypunching cards to update files
 4. All computer-generated or manually keypunched documents
- 6-66. The update file is maintained by which of the following individuals or organizational elements?
1. Stock control division
 2. System coordinator
 3. Supply support center
 4. Receipt control division
- 6-67. The maintenance of the data processing history file is based upon which of the following documents or media?
1. Keypunched documents only
 2. Magnetic tape only
 3. Either magnetic tape or keypunched documents
 4. EAM/ADP listings
- 6-68. The requests for data processing service files are maintained by which of the following individuals or divisions?
1. Stock control
 2. Receipt control
 3. supply support
 4. System coordinator
- 6-69. What is/are the purpose(s) for retaining copies of SERVMART and bearer pickup requisitions in the bearer suspense file?
1. To enable the stock control division to monitor the return of receipt document
 2. To enable the system coordinator to monitor the return of receipt documents
 3. To enable the stock control division to monitor the local use of SERVMART and bearer pickup requisitions
 4. All of the above
- 6-70. If no differences exist between a receipt document and a receipt takeover card, the receipt takeover card is placed in what file?
1. Stock control history file
 2. Receipt takeover card file
 3. Service file
 4. Update file
- 6-71. Mandatory turn-in repairable control cards are required to accomplish which of the following goals?
1. Ensure the turn in of repairable items
 2. Maintain separate cost accounting on MTR items
 3. Expedite followup procedures with ashore supply activities
 4. To maintain a track record for maintenance action completed on MTR's
- 6-72. Who is responsible for monitoring MTR items and preparing documents to turn in to ashore supply activities?
- 1 Stock control division
 2. Receipt control division
 3. Supply support center
 4. System coordinator
- 6-73. A complete history of transactions affecting stock or financial records is provided by what files?
1. Master record files
 2. Requisition record files
 3. Manual files
 4. Output files
- 6-74. What listing/ledger provides an audit trail for reconstructing actions that have taken place in the past?
1. Master locator listing
 2. Suspended transaction listing
 3. Information listing
 4. Transaction ledger
- 6-75. Transactions appearing on the transaction error listing must be corrected for re-input into the computer for which of the following reasons?
1. Transactions appearing on the listing are not recorded in the transaction ledger
 2. The computer does not maintain a record of these transactions
 3. Both 1 and 2 above
 4. The transaction error listing is an important part of the ship's audit trail

ASSIGNMENT 7

Textbook Assignment: "Automated Supply"--continued, chapter 11, pages 11-7 through 11-9: "Maintenance and Material Management System," chapter 12, pages 12-1 through 12-5: "Materials-Handling Equipment," chapter 13, pages 13-1 through 13-11.

Learning Objective: Select the procedures and methods used in inventory control, stock record update, and the financial records and reports required under automated supply procedures for stock-funded ships (continued from assignment 6).

- 7-1. What type of transactions appear in the suspended transactions listing?
1. Transaction that have appeared on the transaction error listing in excess of 15 updates
 2. Transactions that do not have invalid fields or data elements
 3. Transaction that do have invalid fields or data elements
 4. Transactions that have been deleted from the transaction error listing
- 7-2. The information listing is used as a management aid by the supply officer.
1. True
 2. False
- 7-3. From what listing or report of unprocessed transactions could the supply officer determine errors being made and the possible causes?
1. Information listing
 2. Transaction error listing
 3. Suspended transactions listing
 4. Transaction error message key number summary report
- 7-4. Data for the MSSLL is obtained from what file(s)?
1. Output Files
 2. Requisition Record File
 3. Master Record File
 4. Data Processing History File
- 7-5. When the DD Form 1348m is used for internal issues, additional data element titles are required. What blocks on the DD Form 1348 are used for this additional data?
1. Q, R, S, T, U, and V
 2. P, Q, R, S, T, and U
 3. M, N, O, P, R, and T
 4. L, M, N, P, R, and U
- 7-6. What kind of document would be identified by document number V04644-0208-1999?
1. A SERVMART request only
 2. An issue to a department
 3. A requisition for storeroom stock
 4. A requisition for DTO material
- 7-7. In computer system operations, updating is done on an exception basis in that any transaction or record that contains an error is rejected from processing and is output to a printed error listing.
1. True
 2. False
- 7-8. What is the purpose of the document identifier?
1. It identifies a particular type of requisition
 2. It identifies a particular type of material
 3. It identifies a particular department aboard ship
 4. It identifies a particular type of transaction
- 7-9. When you are making issues on board a ship with ADP, the DD Form 1348 is used in place of what form(s)?
1. NAVSUP Forms 1250-1
 2. DD Form 1149
 3. NAVSUP Form 48
 4. DD Form 1348-1

- 7-10. Serial number 2030 on a stock replenishment requisition indicates that the material is marked for which of the following locations?
1. Medical department stock
 2. Storeroom stock
 3. Ship's store stock
 4. A shipboard department
- 7-11. A caption code is used on an input document to classify it under which of the following terms?
1. Receipts
 2. Actions that do not affect stock balances
 3. Financial report captions
 4. Expenditures
- 7-12. Which of the following actions is the final step in updating stock records in the EDP system?
1. Applying the transaction to the master tape
 2. Filing the transaction cards in the monthly reports
 3. Applying the original stock balance card to the transaction tape
 4. Applying the NAVSUP Form 1114 information to the master tape
- 7-13. Which of the following ADPE assists in providing the mechanical means to operate the SNAP II system?
1. AN/UYK-62(V) (H-300) computer only
 2. Communications subsystem only
 3. Both 1 and 2
 4. System management subsystem
- 7-14. Which of the following software/files is a SNAP II subsystem?
1. SMS only
 2. MDS only
 3. SMS and MDS only
 4. SMS, MDS and SFM
- 7-15. Which of the following people can be considered operators of SNAP II remote terminals?
1. Ships administrative personnel only
 2. Graduates from a class "C" school only
 3. An SKSN
 4. Customers of the system
- 7-16. Which of the following types of ships is stock funded?
1. Carrier
 2. Destroyer tender
 3. Minesweeper
 4. Cruiser
- 7-17. On a stock-funded ship, stock replenishment requirements are not charged to the OPTAR but are accounted for by which of the following methods?
1. Issues between supply officers within the Navy Stock Account
 2. Transfers between supply officers within the Navy Stock Account
 3. Charges to the departmental budgets
 4. Charges to the TYCOM allotments
- 7-18. The departmental Budget/OPTAR Report is prepared using information from what specific source?
1. Master Stock Record
 2. Financial Master File
 3. Master Accounting and Validation File
 4. Transaction History File
- Learning Objective:* State the use and documentation necessary for the proper functioning of the Maintenance and Material Management System (3-M).
- 7-19. The Navy Maintenance and Material Management System (3-M) was developed to increase the Navy's effectiveness in what areas?
1. Recording, reporting, and evaluating the maintenance requirements of the fleet
 2. Determining where maintenance hours and materials were being used
 3. Determining maintenance being performed on specific equipments and evaluating equipment's performance
 4. Recording equipment failure and maintenance hours extended on certain ships
- 7-20. The 3-M System endeavors to develop more of what type of maintenance actions?
1. Preventive maintenance
 2. Corrective maintenance
 3. Planned maintenance
 4. Deterrent maintenance

- 7-21. The 3-M Systems provides a means to continuously report what type of maintenance data?
1. Equipment downtime only
 2. Repair parts used per equipment only
 3. Maintenance personnel requirements and equipment downtime only
 4. Maintenance personnel requirements, repair parts used, and equipment downtime
- 7-22. Which of the following components make up the Maintenance Data System?
1. AMS only
 2. IMMS only
 3. AMS and IMMS
 4. IEM
- 7-23. The Planned Maintenance System (PMS) was developed for what purpose?
1. To determine the frequency of maintenance
 2. To determine all maintenance actions for each equipment
 3. To determine maintenance actions performed on each ship while inport
 4. To determine maintenance actions performed on each ship while underway
- 7-24. Which of the following forms provides a means of documenting maintenance actions taken?
1. DD Form 1348
 2. OPNAV Form 4790/2K
 3. OPNAV Form 4790/2L
 4. OPNAV Form 5010
- 7-25. Information required for the sorting and classifying maintenance data can be found on which side of the following documents?
1. OPNAV Form 4790/2K only
 2. Issue documents only
 3. OPNAV Form 4790/2K and Issue documents
 4. Stock record cards
- 7-26. All request documents for repair parts used in maintenance actions must contain which of the following data elements?
1. All data elements necessary for MDS processing only
 2. All data elements necessary for recording repair parts issued only
 3. All data elements necessary to estimate funding
 4. All data elements necessary for reporting consumption to higher authority
- 7-27. The supply department is responsible for which of the following functions of the 3-M Systems?
1. Issuing material required for maintenance actions only
 2. Ensuring that the 3-M data issue documents are correct only
 3. Ensuring 3-M data on issue documents are correct and issuing material required for maintenance action
 4. Ensuring the proper function of the 3-M System
- 7-28. At what point will a well-run supply department ensure that the 3-M data on a material request is complete and accurately prepared?
1. Upon receipt of material requests by the SSC
 2. Before submitting 3-M reports
 3. When material for stock must be reordered
 4. Before forwarding material requests to SSC
- 7-29. What 3-M data code on a material request document identifies the type of equipment and its use aboard ship?
1. APL
 2. EIC
 3. JCN
 4. JSN
- 7-30. What 3-M data code(s) identify(ies) a specific item of equipment?
1. APL only
 2. AEL only
 3. APL and AEL
 4. EIC
- 7-31. Which code(s) on a material request will furnish the complete identification required for a particular equipment?
1. APL/AEL only
 2. EIC only
 3. EIC and APL/AEL
 4. JSN and EIC
- 7-32. On MDS forms submitted to your TYCOM, positive ship identification is provided by what 3-M data code(s)?
1. UIC
 2. EIC
 3. CID
 4. JSN and EIC

7-33. In which of the following ways should the MDS data received from your ship be used?

1. To obtain the total maintenance cost and man-hours expended
2. To obtain the total maintenance cost for each system, subsystem, or component
3. To obtain information required to accurately predict future usage
4. All of the above

7-34. What information do the source codes on MDS documents submitted to your TYCOM provide?

1. Support activity efficiency data
2. Supply storeroom support efficiency data
3. ICPs support efficiency data
4. TYCOM support efficiency data

Learning Objective: Identify the Storekeeper's tasks in relation to the Afloat Consumption and Cost Effectiveness Surveillance System (ACCESS) program both in the supply office and the storeroom.

7-35. The task(s) of the Afloat Consumption and Cost Effectiveness Surveillance System (ACCESS) program consists of which of the following procedures?

1. Collecting and processing usage data and preparing reports only
2. Reviewing and evaluating the effectiveness of the supply support only
3. Recording the effectiveness of the ship
4. Making more efficient use of ship's OPTAR

7-36. The Selected Item Management (SIM) Item Identification Listing provides which of the following data?

1. A listing of load list material issued from storeroom stock
2. SIM consumption data and machine calculated stocking limits
3. SIM consumption data and firm stocking limits
4. SIM consumption data only

7-37. What publication gives the criteria for determining the type and quantity of material that can be designated as preexpended bin material?

1. NAVSUP P-475
2. NAVSUP P-485
3. NAVSUP P-486
4. NAVSUP P-518

7-38. When should an issue document be prepared for preexpended bin material?

1. Each time material issued is used
2. When material is obtained from the supply department
3. After each preexpended bin material inventory
4. Before reordering material for stock

7-39. Designating qualifying material in stock as preexpended bin material accomplishes which of the following goals?

1. Permits more realistic reporting only
2. Reduces volume of issue documents only
3. Reduces volume of issue documents permits more realistic reporting
4. Simplifies stock replenishing procedures

7-40. The stock records Storekeeper sends the green copies of issue documents to the maintenance office for 'what reason?

1. For verification of MDS data and filing
2. For verification of MDS data prior to forwarding to the TYCOM
3. For review and return to the supply office for filing
4. For review and forwarding to the engineering department log room for tiling

Learning Objectives: Identify the various types of materials-handling equipment: specify the uses of each

7-41. Which of the following pieces of materials-handling equipment is equipped with telescopic masts that permit loads to be lifted beyond the height of the collapsed mast?

1. Warehouse tractor
2. Hydraulic lift handtruck
3. Forklift truck
4. Pallet truck

7-42. Forklift trucks are generally used at which of the following locations?

1. Aboard ship, on barges, on piers, and in warehouses
2. In freight terminals and on the ground to hoist heavy containers
3. In yards with or without hard surfaces
4. All of the above

- 7-43. Forklift trucks are generally used to handle what type of loads?
1. Pelletized unit loads
 2. Containers equipped with skids
 3. Large rigid containers or packages
 4. Boxes not pelletized
- 7-44. Forklift trucks can be used with great efficiency during what type of materials-handling operation(s)?
1. Elevating pelletized loads into storage
 2. Handling pelletized loads between hauling operations which require less than 400 feet load hauling distances
 3. Both 1 and 2 above
 4. Handling pelletized loads between hauling operations which require greater than 400 feet load hauling distances
- 7-45. Which of the following statements is NOT correct in regards to tractor-trailer train operations?
1. Tractor-trailer trains should be used in hauling operations that require less than 400 feet hauling distances
 2. Tractor-trailer trains may be used in hauling operations involving hauls between 400 feet and 1 mile in length
 3. Under normal conditions, one tractor should be able to keep one set of trailers loading, a second set underway, and a third set unloading
 4. Tractor-trailer trains can haul heavier tonnage than carrier-type trucks of equal horsepower capacity
- 7-46. What is the towing capacity of a warehouse tractor if it has a drawbar pull of 2,600 pounds?
1. 50 tons
 2. 150 tons
 3. 250 tons
 4. 350 tons
- 7-47. The caster-steering type of warehouse trailers are available in what capacity?
1. 4,000 pound capacity only
 2. 6,000 pound capacity only
 3. Both 4,000 and 6,000 pound capacity
 4. 8,000 pound capacity
- 7-48. In storage operations where mechanical equipment cannot be used because of space limitations, which of the following types of materials-handling equipment would be most useful?
1. Handtrucks
 2. Warehouse trailers only
 3. Warehouse tractors only
 4. Warehouse tractors and trailers
- 7-49. What type handtruck would be most suitable for small-lot stockpicking in multi-story warehouses?
1. Stockpicker truck
 2. Four-wheel platform handtruck
 3. The two-wheel handtruck
 4. The steel platform handtruck with fifth-wheel design
- 7-50. When you have a large number of orders to fill for small retail issues, what type of handtruck should you normally use for breakout?
1. The single-platform handtruck
 2. The hand pallet truck
 3. The two-wheel handtruck
 4. The stockpicker truck
- 7-51. Which of the following materials-handling equipment is used for pallet handling when space is limited and handling operations are too small for forklift trucks?
1. Warehouse tractor
 2. Pallet muck
 3. Tractor
 4. Handtruck
- 7-52. The standard tiering truck used by the military services has what load capacity?
1. 1,000 pounds
 2. 2,000 pounds
 3. 3,000 pounds
 4. 4,000 pounds
- 7-53. What feature does the tiering truck have that makes it more useful, in some materials-handling Operations, than the standard forklift truck?
1. Greater lifting capacity
 2. Greater lifting-height capability
 3. Longer distance hauling capability
 4. More maneuverability

- 7-54. A straddle truck is designed to handle what type of loads?
1. Containers equipped with skids
 2. Long and heavy materials
 3. Boxes not pelletized
 4. Large rigid containers or packages
- 7-55. The use of pallets permits which of the following types of materials-handling operations?
1. Storing material by units
 2. Transporting material by units
 3. Loading material by units
 4. Each of the above
- 7-56. What is the usual size for a pallet?
1. 40" x 48"
 2. 40" x 40"
 3. 48" x 48"
 4. 60" x 60"
- 7-57. You can save considerable time and labor when you are discharging easily crushed items from a ship to a transit shed if you use which of the following types of equipment?
1. Single-platform pallets
 2. Box pallets
 3. Double-platform pallets
 4. Skids
- 7-58. Nestable sheet metal pallets are convenient for which of the following reasons?
1. They are easy to keep clean
 2. They save storage space
 3. Their maintenance cost is low
 4. All of the above
- 7-59. What size pallet is used primarily for transporting and storing drummed products and stevedoring purposes?
1. 40" x 48"
 2. 48" x 72"
 3. 48" x 48"
 4. 72" x 72"
- 7-60. When you are loading a pallet with boxes of different sizes, the boxes should be arranged in what way?
1. The biggest and sturdiest boxes should go in the center
 2. The biggest and most fragile boxes should go at the ends
 3. The smallest and sturdiest boxes should go at the ends
 4. The smallest and most fragile boxes should go in the center
- 7-61. When you palletize material that will be moved several times before it reaches its destination, what additional step(s) should you take?
1. The material should be swapped to the pallet using nylon or metal strapping
 2. The material should be strapped and metal or folder cardboard comers placed under the strapping
 3. The height of the pelletized material should be reduced to one layer of containers
 4. Horizontal strapping should be added to ensure that the material will remain tightly packed
- 7-62. The drum-handling sling is designed for which of the following operations?
1. For shipboard loading only
 2. With a crane for any drum or barrel-handling operation only
 3. With a crane for any drum or barrel-handling operation and shipboard loading
 4. As a forklift truck attachment for any drum or barrel-handling operation
- 7-63. How many different types of drum-handling forklift truck attachments are available?
1. One
 2. Two
 3. Three
 4. Four
- 7-64. What type of drum-handling forklift truck attachment is NOT in wide use because of its installation cost?
1. Spaced forks that cradle drums
 2. Side rails with hooks
 3. Vacuum operative
 4. One drum vertically operated

- 7-65. Most cargo net slings are of what size(s)?
1. 12' x 12' only
 2. 14' x 14' only
 3. 12' x 12' or 14' x 14'
 4. 10' x 12' or 12' x 14'
- 7-66. Cargo net slings are used in what type(s) of materials-handling operations?
1. In general use aboard MLSF ships and in UNREP operations
 2. In ship-to-ship transfers of unpalletized miscellaneous cargo only
 3. In vertical replenishment operations at sea only
 4. In ship-to-shore materials-handling operations only
- 7-67. Rollers should be used in materials-handling operations for which of the following operations?
1. To replace non-available mobile materials-handling equipment
 2. To supplement mobile materials-handling equipment
 3. To move heavy boxes or skids
 4. When a warehouse crane is not available
- 7-68. What are the basic types of conveyors that have been adopted as standard for the military departments?
1. The power-driven belt-type and the gravity-type roller or wheel conveyors
 2. The power-driven roller-type and the gravity-type wheel conveyors
 3. The power-driven wheel-type and the gravity-type roller conveyors
 4. The gravity-type roller and wheel conveyors
- 7-69. What materials-handling device having its principal application aboard ship is used to strike down stores?
1. Gravity-type conveyors
 2. Power-driven conveyors
 3. Chutes
 4. Rollers
- 7-70. Which of the following listed cranes has the greater topping distance?
1. The warehouse crane with a maximum sluing boom capacity of 10,000 pounds
 2. The warehouse crane with a maximum sluing boom capacity of 20,000 pounds
 3. The warehouse crane with a sluing boom range of 360 degrees
 4. The mobile crane with the truck chassis-mounted boom
- 7-71. The most common form of gantry used on gantry cranes is the one that has which of the following components?
1. A stiff-legged derrick
 2. A trolley running on the bridge, carrying a hoist
 3. A rotating-pillar or jib crane
 4. A hammerhead crane mounted on its bridge
- 7-72. What type of crane is particularly adapted to the transfer of cargo between the pier and a vessel?
1. Gantry
 2. wharf
 3. Mobile
 4. Warehouse
- 7-73. Various materials-handling situations require an SK to be able to select the necessary piece of equipment arise aboard ship. Being acquainted with which of the following listed equipments would assist the SK in this selection?
1. Hoists only
 2. Pulleys only
 3. Dollies only
 4. Hoists, pulleys. and dollies
- 7-74. Which of the following types of materials-handling equipment used to raise a large load of several tons would be particularly useful in trucks or small storerooms aboard ship?
1. Manually operated chain hoist
 2. Electrically operated hoist with over track only
 3. Pallet dolly with a capacity of 2,000 pounds
 4. Pallet dolly with a capacity of 4,000 pounds
- 7-75. When a chain hoist is not available, a block and tackle arrangement can be used in its place for which of the following types of materials-handling operations?
1. Pulling or hoisting large, heavy objects
 2. Situations where a chain hoist is normally used to handle smaller loads
 3. For moving or shifting heavy loads 20 feet or more
 4. For moving or shifting heavy loads less than 20 feet

ASSIGNMENT 8

Textbook Assignment: "Automated Supply"-continued, chapter 11, pages 11-9 through 11-10; "Maintenance and Material Management System," chapter 12, pages 12-1 through 12-5; "Materials-Handling Equipment," chapter 13, pages 13-11 through 13-19; "Safety Precautions in Handling and Stowing of Cargo; Preparation and Shipment of Material," chapter 14, pages 14-1 through 14-17 and Appendix I.

Learning Objectives: Identify the various types of materials-handling equipment; specify the uses of each.

- 8-1. What are the common types of dollies used by the Navy?
1. General-purpose and reefer car dollies only
 2. Pallet rollers, reefer car, and general-purpose dollies
 3. Reefer car, boxcar, and storeroom dollies
 4. General-purpose, boxcar, and truck dollies
- 8-2. In determining what type of materials-handling equipment you can use, which of the following factors must be taken into consideration?
1. Your type of ship only
 2. The physical characteristics only
 3. Quantity of material to be moved and ship type only
 4. Ship type, physical characteristics, and quantity of material to be moved
- 8-3. What is the primary method of moving material on a cargo ship?
1. Cargo booms
 2. Cargo yard stay
 3. Cargo hook and whip
 4. Cargo winch and hook
- 8-4. What type of hatch tent is sometimes used to protect personnel and cargo-in-hold during inclement weather?
1. The Norfolk
 2. The Oakland
 3. The Seattle
 4. The Bayonne
- 8-5. What device must be used to prevent the loss of cargo overboard during loading or discharging operations?
1. A cargo net
 2. A save-all
 3. A tarpaulin
 4. A wooden platform
- 8-6. Which of the following factors should be used to determine the best method for moving stores from one location to another?
1. Storage space available, traffic pattern, lighting and commodities to be handled
 2. Mechanical equipment and number of personnel available
 3. Required speed of discharge or loading, terrain, and distance of haul
 4. All of the above
- 8-7. In order to operate materials-handling equipment (MHE), you must meet which of the following requirements?
1. Have a chauffeurs driver's license
 2. Have a valid authorization from your duty station
 3. Have authorization from your LPO
 4. Have a valid state driver's license
- 8-8. Aboard ship, who performs preventive maintenance services on all MHE?
1. "E" and "A" divisions
 2. Deck and operations division
 3. PW department while in port
 4. Operator or PW department while in port
- 8-9. The prestart inspections on all MHEs is performed by what person(s)?
1. Operator only
 2. "A" division only
 3. "E" division only
 4. "E" and "A" divisions

Learning Objective: List the safety factors that should be observed in handling and stowing cargo.

- 8-10. Indexes of all Department of the Navy safety precautions for forces afloat are published by which of the following individuals or activities?
1. Office of the Department of the Navy
 2. Chief of Naval Operations
 3. Systems commands
 4. Bureaus
- 8-11. All EXCEPT which of the following safety precautions should be observed?
1. Personnel may, when authorized and using a safety pallet, be hoisted with a forklift
 2. Only licensed operators should be permitted to operate MHE
 3. The maximum operating speed limitations of MHE can be exceeded only for short periods of time
 4. MHE should not be operated in excess of the maximum speed limitations
- 8-12. When refueling MHE and a gasoline spill occurs, which of the following actions should you take?
1. If the amount of the spill is 1 pint or more, have a person standing by with a fire extinguisher during the cleanup
 2. Use any absorbent material available to clean the spill after moving the MHE
 3. In the process of cleaning up, use all immediately available tools to expedite the cleanup prior to starting the MHE engine
 4. All of the above
- 8-13. If the operator is to leave a forklift truck for a few minutes, the operator should set the brakes and take what additional step?
1. Raise the fork about 4 inches from the floor
 2. Chock at least one wheel
 3. Stop the engine
 4. Rest the fork on any empty pallet
- 8-14. When you are operating a forklift truck, which of the following safety precautions should be taken?
1. Travel with forks elevated approximately 4 inches above the floor
 2. Tilt the mast back when transporting a load
 3. When transporting a load, drive forward up a ramp and in reverse down a ramp
 4. All of the above
- 8-15. The cause of a member's unreliability should be determined and eliminated.
1. True
 2. False
- 8-16. When cargo or hoisting gear is being lowered into a hold or onto the pier, what warning should be given?
1. "Heads up"
 2. "Turn to"
 3. "Stand clear"
 4. "Get hot"
- 8-17. When cargo is being loaded or unloaded, it should be stopped how far above the intended loading area and then guided to a safe landing?
1. 1 foot
 2. 2 feet
 3. 3 feet
 4. 4 feet
- 8-18. When cargo is NOT being handled through a hatch that has been left open, which of the following safety precautions should be taken?
1. Station guards around the hatch only
 2. Rig safety lines around the hatch only
 3. Station guards around the hatch and rig safety lines
 4. Rig a temporary cover over the hatch
- 8-19. The possibility of a fire is greatest during cargo-handling operations involving what type(s) of material?
1. Fuel only
 2. Ammunition only
 3. Flammables and ammunition
 4. Paper, rags, and wood
- 8-20. If oil or grease is spilled in the working area during a cargo loading operation, which of the following precautions would be appropriate?
1. The oil should be removed immediately
 2. The oil should be covered with sand or cinders
 3. The oil should be covered with sawdust or other suitable anti-slip material
 4. Each of the above precautions may be taken

- 8-21. How many members should steady a draft and remove slings from it?
1. One
 2. Two
 3. Three
 4. Four
- 8-22. Which of the following methods should you use to pick up heavy objects?
1. Stand close to the object, have your feet slightly apart and solidly placed. Grasp the object firmly and lift by coming to the upright position
 2. Stand close to the object, have your feet slightly apart and solidly placed. With knees bent, grasp the object firmly and lift by straightening your legs
 3. Stand close to the object, have your feet close together and firmly placed. With your legs straight, grasp the object firmly and lift by straightening your back
 4. Stand close to the object, have your feet slightly apart and solidly placed. With your legs straight, grasp the object firmly and lift by straightening your back
- 8-23. When cargo is being hoisted from or lowered into a hold, which of the following positions should the hold crew take?
1. Take cover aft of the square of the hatch only
 2. Take cover forward of the square of the hatch only
 3. Take cover aft or forward of the square of the hatch
 4. Stand ready to assist in landing or hoisting the cargo
- 8-24. In discharging your responsibility as a supervisor of a cargo-handling crew, which of the following precautions should you enforce?
1. Never permit personnel to stand or work under suspended slingloads only
 2. See that your personnel do not enter dark places without a light only
 3. Ensure that your crew wear safety shoes and helmets while handling cargo only
 4. Never permit personnel to stand or work under suspended slingloads, or enter dark spaces, and ensure safety shoes and helmets are used while handling cargo

- 8-25. In relation to the supervision of cargo handlers, which of the following actions is NOT a good supervisory practice?
1. Telling and demonstrating how to work safely
 2. Telling and demonstrating how to grip slings and bridles
 3. Demonstrating your faith in your crew by allowing them to work on their own
 4. Discouraging the wearing of rings, gauntlet-type gloves, and trousers with legs so long that they are a tripping hazard
- 8-26. You are a member of an UNREP team receiving stores that must be removed from the cargo landing area as quickly as possible. What would be the determining factor as to whether you can block a passageway or door with these oncoming stores?
1. You must rely upon your own judgment
 2. You must obtain permission from the responsible department head
 3. You must obtain permission from Damage Control Central
 4. You must obtain permission from the supply officer

Learning Objectives: Recognize the meaning of various terms and abbreviations used in conjunction with the shipment of material; state the origin and format of transportation control numbers (TCNs).

- 8-27. Material transported as freight is known by which of the following terms?
1. Consignee
 2. Cargo
 3. Bill of lading
 4. Consignor

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|---|
| <p>A. Common carrier</p> <p>B. Consignee</p> <p>C. Consignor</p> <p>D. Contract carrier</p> |
|---|

Figure 8A.—Shipping terms

IN ANSWERING QUESTIONS 8-28 THROUGH 8-30, SELECT FROM FIGURE 8A THE TERM USED TO IDENTIFY THE DEFINITION USED AS THE QUESTION.

8-28. An activity initiating shipment of material.

- 1. A
- 2. B
- 3. C
- 4. D

8-29. Company that transports property for profit.

- 1. A
- 2. B
- 3. C
- 4. D

8-30. An activity receiving a shipment.

- 1. A
- 2. B
- 3. C
- 4. D

8-31. If several shipment units of MILSTRIP supply demands having different RDDs are consolidated into one transportation unit and an overall TCMD is prepared for it, what TCN should be used for the TCMD?

- 1. The highest serial TCN of the shipment units
- 2. The lowest serial TCN of the shipment units
- 3. The TCN of the shipment unit containing the latest RDD
- 4. The TCN of the shipment unit containing the earliest RDD

8-32. What activity is responsible for the preparation of the DD Form 1384 (TCMD)?

- 1. Unloading activity
- 2. Receiving activity
- 3. Shipping activity
- 4. Loading activity

8-33. The U. S. Government Transit Bill of Lading (DD Forms 1131-1 134) is used only when stop off in transit privileges are afforded under rail tariffs.

- 1. True
- 2. False

<p><i>Learning Objective:</i> Identify the format, color coding, and procedures used in the application of shipping labels and tags.</p>
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- | |
|---|
| <p>A. DD Form 1387</p> <p>B. DD Form 1387-1</p> <p>C. DD Form 1387-2</p> <p>D. DD Form 1384-1</p> |
|---|

Figure 8B.—Forms

IN ANSWERING QUESTIONS 8-34 THROUGH 8-36 SELECT FROM FIGURE 8B THE FORM USED IN THE SITUATION LISTED AS THE QUESTION.

8-34. Glued to the shipment container.

- 1. A
- 2. B
- 3. C
- 4. D

8-35. Tied to the container.

- 1. A
- 2. B
- 3. C
- 4. D

8-36. Identifies special handling precautions.

- 1. A
- 2. B
- 3. C
- 4. D

8-37. A DD Form 1387-1 for priority group 1 should have what type of border?

- 1. Red
- 2. Blue
- 3. Plain
- 4. Green

8-38. A DD Form 1387-1 for priority group 2 should have what type of border?

1. Red
2. Blue
3. Plain
4. Green

8-39. A DD Form 1387-1 for priority group 3 should have what type of border?

1. Red
2. Blue
3. Plain
4. Green

8-40. Which of the following materials are considered hazardous?

1. Explosives only
2. Flammable liquids only
3. Corrosives only
4. Corrosives and magnetic materials

Learning Objective: Select, complete, and interpret basic cargo documents used to standardize procedures for shipping military cargo; recognize methods of loading and stowing cargo to prevent loss or damage and to simplify unloading.

8-41. What document shows the location of all cargo aboard?

1. Cargo Manifest Recapitulation
2. Cargo Stowage Plan
3. Transportation Control and Movement Document
4. Cargo Manifest

8-42. On the stowage plan what type of measurements are used to indicate the size of cargo?

1. Pounds and feet
2. Long tons and measurement tons
3. Long tons and short tons
4. Kilos and meters

8-43. For what reason are stowage plans color coded?

1. To indicate the type of cargo on board
2. To identify the various types of lifts
3. To identify the categories of danger cargo
4. To identify the port of discharge

8-44. Each loading activity prepares a separate manifest for which of the following?

1. Each discharge port
2. Each hatch location
3. Each consignee
4. Each of the above

8-45. Which of the following items of information is NOT shown on the Cargo Manifest Recapitulation?

1. Name of ship
2. Status of the ship
3. Location and type of cargo for any given port
4. Location and destination of mail only

8-46. All EXCEPT which of the following procedures must be performed in receiving fleet freight?

1. Conduct a check for evidence of damage or pilferage
2. Verify the contents of each container
3. Check the piece count quantities with quantities shown on the invoices
4. Receipt for all material accepted as freight

8-47. The term, fleet freight, is normally used to refer to material carried by cargo ships only.

1. True
2. False

8-48. Under which of the following circumstances may the requisitioner request the shipping activity to institute a MILSTRIP tracer?

1. Before supply status has been received under MILSTRIP
2. After supply status has been received under MILSTRIP only
3. After the time frame for material receipt has passed only
4. After supply status has been received under MILSTRIP and the time frame for material receipt has passed

Learning Objective: State the procedures for classifying material, methods of shipping material, and procedures for preparing material for shipment.

8-49. Which of the following publications contains specific instructions for articles requiring special packing or unusual precautions in handling?

1. NAVSUP P-484
2. DOD Regulations 4500.32R
3. MIL-STD 128-C
4. NAVSUP P-422

8-50. Which of the following methods of shipment is referred to as a commercial carrier method by shipping authorities?

1. Government air service only
2. Air freight only
3. Federal Express only
4. Air Freight and Federal Express

8-51. Levels of protection are identified as A, B, and C and are marked on exterior containers. What level of protection must be given repairables?

1. A/A
2. C/A
3. C/C
4. B/C

Learning Objective: Identify various shipping priorities and different types of shipment.

8-52. The basic objective of UMMIPS time standards established by DOD Instruction 4410.06 is to satisfy customer requirements on time without overriding cost factors.

1. True
2. False

8-53. Requisitions with which of the following UMMIPS PDs could qualify for EXPEDITED HANDLING provided an accurate RDD was used?

1. 03
2. 08
3. 12
4. 14

8-54. Transportation priority is assigned to shipments via Military Airlift Command (MAC) aircraft on a space-available basis?

1. TP1
2. TP2
3. TP3
4. TP4

8-55. Air shipments of material may be made on items with which of the following priority designators(PDs)?

1. 3 only
2. 8 only
3. 15 only
4. 3,8, and 15

8-56. Cargo that may be referred to as label cargo is known by which of the following terms?

1. Dangerous
2. Security
3. Classified
4. General

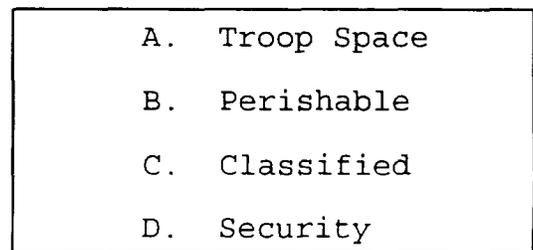


Figure 8C.-Cargo classification

IN ANSWERING QUESTIONS 8-57 THROUGH 8-60, SELECT FROM FIGURE 9B THE CLASSIFICATION OF CARGO LISTED AS THE QUESTION.

8-57. High-value, technical equipment.

1. A
2. B
3. C
4. D

8-58. Shipments safeguarded in accordance with OPNAVINST 5510.1.

1. A
2. B
3. C
4. D

8-59. Medical Items.

1. A
2. B
3. C
4. D

8-60. Office equipment.

1. A
2. B
3. C
4. D

